

Historic Property Report
SR 641 Terre Haute Bypass
Phase III and IV Eastern Alternative, Terre Haute, Indiana
DES Nos.: 9738400, 0200304, 0200305 and 0200306
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**Federal Highway Administration/
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Prepared by
WEINTRAUT & ASSOCIATES HISTORIANS, INC.

Principal Investigator: Dr. Linda Weintraut
Author: Connie J. Zeigler
33 E. Cedar Street, Zionsville, Indiana
317-733-9770
(Linda@weintrautinc.com)

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Executive Summary:

SR 641 Terre Haute Bypass—Phase III and IV Eastern Alternative

The study area in which the undertaking is located generally includes Vigo County, Indiana, specifically Honey Creek, Lost Creek, Riley and Harrison townships and the municipality of Terre Haute.

On March 14, 2000, the Federal Highway Administration (FHWA) issued the Record of Decision (ROD) for the SR 641, Terre Haute Bypass project in Vigo County, Indiana. As approved, the new Bypass would have connected US 41 near Bono Road to SR 46 at I-70. The city of Terre Haute has prompted the evaluation of another alternate, the Eastern Alignment, which is the subject of this study.

The proposed SR 641 Bypass is a four lane, divided, access controlled highway on new alignment which would allow local and through travelers to bypass congestion on US 41.

Project historians who meet or exceed the Secretary of the Interior's standards for Section 106 work identified and evaluated historic properties within the Area of Potential Effects (APE) for this project. Historic properties were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and CFR Part 800 (Revised January 2001), Final Rule on Revision of Current Regulations, December 12, 2000, and incorporating amendments effective August 5, 2004.

Because this undertaking will involve a new alignment, the APE has been drawn widely to encompass properties on all sides of the undertaking and with a possible viewshed of it. (See map of APE in Appendix 2.) The APE was expanded or contracted based on visibility and the possibility of impact of the undertaking on properties within its viewshed.

There are no properties listed in the National Register of Historic Places (NR) within the APE of this undertaking.

Twenty-seven properties were identified and evaluated for this project. As a result of identification and evaluation efforts for above-ground resources within the APE, one individual resource is recommended eligible for listing in the NR: Vigo County Bridge No. 95.

Also recommended eligible for listing in the NR is: the Mount Pleasant Group Underground Coal Mine Multiple Property Resources collection of three properties including the McClellan Mine, Mount Pleasant Mine and the Stephens Hot Flash Mine.

Introduction/Project Description

Project Location And Description: The proposed SR 641 Terre Haute Bypass (Bypass) is a four lane divided full limited access controlled highway on new alignment which will allow local and through travelers to bypass congestion on US 41 in Vigo County, Indiana. Once completed, the Bypass would connect US 41 near Bono Road to I-70 on the southeast side of Terre Haute.

On March 14, 2000, the Federal Highway Administration (FHWA) issued a Record of Decision (ROD) for the Bypass identifying Line CX as the Selected Alternative. Construction of the Selected Alternative was sequenced into four phases with the construction of Phase I already completed and Phase II currently underway. However, subsequent to the issuance of the ROD, concern conveyed by federal and state permitting agencies over impacts to the Little Honey Creek floodplain and wetland areas in the northeast portion of the Selected Alternative, Phases III and IV, has prompted the re-evaluation of a range of alternatives, including one alternative dismissed in the Environmental Impact Statement (EIS), Line C. In addition to Line CX, the selected alternative, and Line C, three other alternatives are being considered to complete the system continuity and link the Bypass to I-70. A description of each alternative is provided in the following section. It should be noted that the subject re-evaluation addresses only changes that would occur in Phases III and IV of the Bypass (Project).

Alternatives Description: Each considered alternative would begin at a common southwestern terminus, which is approximately 1,880 ft. northeast of the Fagin Road and Feree Drive intersection. At the northeastern terminus, three of the alternatives, Line C, Line CX and the Southern Alternative (E3) would end just north of the existing I-70 and SR 46 interchange at Margaret Avenue, while the remaining two configurations of the Eastern Alternative, Alternative E1 and Alternative E2, would terminate at a new I-70 interchange approximately 1.8 miles east of the existing I-70 and SR 46 interchange. From the western terminus to I-70 proposed SR 641 would be designed to freeway standards, which would limit access to two interchanges that vary in location depending on the alternative.

Line CX: Beginning from the eastern terminus described above the alternative comes within 400 ft. of an unnamed mobile home park. Line CX continues in a northeasterly direction fragmenting a large tract of forested property and an agricultural field and impacting a large pond before reaching its first access point with a local road, a tight diamond interchange at Riley Road. After the proposed interchange, the alternative continues to the northeast through the floodplain and riparian forest of Little Honey Creek and crosses the creek before advancing through several wetland areas. Line CX converges with existing SR 46 at a point approximately 300 ft. south of its

intersection with Moyer Road. At its intersection with SR 641, Moyer Road is likely to be elevated over the proposed roadway. If selected, SR 46 would likely be diverted along Riley Road to SR 641 and north to I-70. The existing section of SR 46 between Riley Road and I-70 would likely remain a local access road servicing the INDOT subdistrict, Maryland Community Church, Rose-Hulman Ventures, a commercial establishment and residence along the western side of existing SR 46 and south of Moyer Road, as well as several residences aligning the eastern side of existing SR 46 north of Moyer Road. This local access road would likely be shifted east of the existing SR 46 alignment to accommodate proposed SR 641. Line CX would continue north of Moyer Road, but shifted approximately 82 ft. to the east of the existing SR 46 alignment to minimize impacts to Little Honey Creek, which parallels the west side of the road north of Moyer Road. Line CX would provide for a Parclo-B interchange with I-70 before terminating at a point approximately 800 ft. north of Margaret Avenue.

Line C: Beginning from the eastern terminus described above the alternative comes within 400 ft. of an unnamed mobile home park. Line C continues to the northeast, approximately 900 ft. (maximum) north of Line CX, fragmenting a large tract of forested property and an agricultural field and impacting a large pond before reaching its first access point with a local road, a full diamond interchange at Riley Road. East of the proposed interchange, Line C impacts another pond and crosses an agricultural field before traversing a large forested tract in two locations. Line C would cross Moyer Road at a point approximately 455 ft. west of its intersection with SR 46, coming within approximately 530 ft. of the Lexington Farm Subdivision (at its closest point). It is likely at its intersection with SR 641, Moyer Road would be elevated over the proposed roadway. Advancing north of Moyer Road, Line C would cross Little Honey Creek before traversing existing SR 46 approximately 758 ft. north of the SR 46 and Moyer Road intersection. If selected, SR 46 would likely be diverted along Riley Road to SR 641 and north to I-70. The existing section of SR 46 between Riley Road and I-70 would likely remain a local access road servicing the INDOT subdistrict, Maryland Community Church, Rose-Hulman Ventures, a commercial establishment and residence along the western side of existing SR 46 and south of Moyer Road, as well as several residences aligning the eastern side of existing SR 46 north of Moyer Road. Line C would continue north of where it crosses SR 46, but shifted approximately 82 ft. to the east to minimize impacts to Little Honey Creek, which parallels the west side of the road north of Moyer Road. Line C would provide for a Parclo-B interchange with I-70 before terminating at a point approximately 800 ft. north of Margaret Avenue.

Eastern Alternative with a Full Interchange at SR 46 and a Partial Interchange at I-70 (E1) / Partial Interchange at SR 46 and a Full Interchange at I-70 (E2): This alternative has two potential

interchange configurations earning separate designations of E1 and E2. The E1 configuration would likely provide for a folded diamond interchange (full directional access) at SR 46 and a partial interchange at I-70, allowing westbound I-70 to southbound SR 641 and northbound SR 641 to eastbound I-70 traffic movements. The E2 configuration would likely provide a half diamond interchange at SR 46, allowing northbound SR 641 to northbound SR 46 and southbound SR 46 to southbound SR 641 traffic movements, and a trumpet interchange at I-70 (full directional access between I-70 and SR 46). While these are two distinct interchange configurations, the mainline associated with each is identical. As such, the following description combines the two alternatives, but the impacts to the social and natural environment by each are to be evaluated independently.

Alternatives E1 / E2 diverge to the east of Line CX and Line C approximately 1,300 ft. to the northeast of the southern terminus and continues to the east bisecting a riparian corridor and crossing Little Honey Creek before intersecting Riley Road. At this location, it is anticipated that SR 641 would be elevated over Riley Road. It is anticipated that Riley Road would essentially continue along its existing alignment and intersect SR 46 at its approximate existing location. Continuing east of Riley Road, Alternatives E1 / E2 depart further south of Line CX by approximately 1,180 ft. (maximum) where it traverses a field before reaching SR 46. As mentioned above, this alternative proposes an interchange at SR 46, the configuration of this interchange and whether it will be full access or partial access has yet to be determined. Where the other three considered alternatives essentially follow the alignment of SR 46 and north to I-70, Alternative E1/E2 continues eastward through a field approaching within approximately 240 ft. north of Maryland Community Church before directly impacting the southernmost portion of the South Willowbrook Subdivision. Upon exiting the South Willowbrook Subdivision, Alternatives E1 / E2 divert to the northeast severing an agricultural field before traversing Moyer Road, approximately 0.7 mile east of the SR 46 and Moyer Road intersection. It is likely at its intersection with SR 641, Moyer Road would be elevated over the proposed roadway. Advancing to the northeast, the alternative bisects three agricultural fields before crossing existing Beddow Street. As part of the proposed project, Beddow Street would likely be realigned to the west and intersect Moyer Road approximately 0.4 mile west of its existing intersection rather than crossing proposed SR 641 with a new structure. To the east of Beddow Street, Alternatives E1 / E2 would segment three additional agricultural fields before intersecting I-70. An interchange is proposed at this intersection, but similar to the SR 46 interchange, the configuration of this interchange and whether it will be full access or partial access with I-70 is currently being evaluated.

Southern Alternative (E3): Alternative E3 follows the same path of Alternatives E1 / E2 until a point approximately 0.3 mile west of SR 46 where it departs to the north and essentially follows the alignment of SR 46. A trumpet interchange with SR 46 is probable at this location providing full directional access to SR 641. As with Alternatives E1 / E2, Riley Road would pass under proposed SR 641 and intersect SR 46 at its approximate existing location. SR 641 would continue north of the interchange and intersect Moyer Road. It is likely at its intersection with SR 641, Moyer Road would be elevated over the proposed roadway. SR 641 would continue north of Moyer Road, but similar to Line C and Line CX, at an offset of approximately 82 ft. to the east of existing SR 46 to minimize impacts to Little Honey Creek. Alternative E3 would provide for a Parclo-B interchange with I-70 before terminating at a point approximately 800 ft. north of Margaret Avenue.

Literature Review/Previous Investigations

Historians reviewed the lists of properties within the National Register of Historic Places (NR), Indiana Register of Historic Sites and Structures (IR), and the Vigo County interim report for information on previously identified properties. They also reviewed the National Register nomination for the Markle House and Mill, which is in Vigo County.

The historians researched primary and secondary sources, such as county histories, historic photographs, county historical atlases, maps, United States Geological Survey (USGS) publications, and on-line resources. (See References Cited below for a complete list of sources.) Historic maps especially useful in this project included the circa 1920s Indiana plat maps of the county and the *Preliminary Coal Map No. 1* of Vigo County. (Photocopies of the most relevant historic maps are included in Appendix 2.)

With the collected information, the historians wrote a historic context, which helped them to better understand how the history of the study area and property types found within the APE fit into a larger context of the city, county, state and nation.

Historic Context

Vigo County lies within the Wabash River Valley. The county benefits from alluvial soils and a shallow ground-water table associated with proximity to the river. Geologists note that Vigo County lies along the southern limit of the advance of glaciers during two major glacial ice ages. The soils throughout the county are a combination of silts deposited by the winds along the ice front, glacial outwash due to meltwater flushing out from the glacier, glacial till soils compacted under the heavy ice weight, sand dunes, and soft glacial lake deposits.¹ Most of the county is located

¹ Rose Hulman Institute of Technology, "Some Information about West Central Indiana and Student Life Therein," <http://www.rose-hulman.edu/~history/>

east of the Wabash River. The five-mile wide river valley is covered in fertile soil, and the high land along the river was an inviting location for hunting and trapping. The river itself provided an abundance of fish and mussels.² Since prehistoric times, humans have taken advantage of the wealth of this environment.

Substantiated human occupation occurred here at least as early as the Archaic Tradition period (which is defined as the period from 8,000 B.C. to 1,000 B.C.). A burial mound found near Terre Haute contained a human cremation in a clay basin as well as flint blades and deposits of red ocher (a clay soil rich in iron-oxide) all items associated with interments from this period.³ Shell middens in surrounding counties suggest that there may have been even earlier occupants or transients in this region.⁴

In the historic period, Native American tribes occupied the land. Although in 1763 the Treaty of Paris transferred present-day Indiana from the French to the British, the reality was that Native Americans had lived here for generations and considered it their homeland.⁵ Before the Revolutionary War, the French had noted a Wea village on the east bank of the Wabash, the village was called both Orchard Town and Rising Sun.⁶ Following the war, the new American nation claimed title to this land. For Native Americans living in the region, the end of the war signaled the beginning of the end of their centuries-old lifeways. After 1786, the Piankashaw moved north from around Vincennes to the area of present-day Terre Haute.⁷ They left behind their French allies in Vincennes, a place occupied by an increasing number of Americans. These Anglo-Americans had a taste for new land that would soon move all Native Americans out of southern Indiana. The Delaware, Potawatomie, Miami, Eel River Miami, Kickapoo and Wea were all parties to the “Ten O’Clock Line Treaty,” negotiated by noted Indian fighter William Henry Harrison at Fort Wayne in 1809. The treaty boundaries made land west of the White River, including all of present-day Vigo County, United States territory.⁸ All of the land south of the treaty boundary was already in U.S. government hands. In less than a decade, almost all of central and southern Indiana, from the Wabash River south, and some northern portions of the state as well, was opened to white settlement by treaties that moved Native Americans onto ever-diminishing reserve lands.⁹

rose-hulman.edu/ce/region.htm (Accessed December 26, 2007).

2 Historic Landmarks Foundation of Indiana, *Indiana Historic Sites and Structures Inventory: Vigo County Interim Report* (Indianapolis: Moore Langen Printing, 1984), xvi

3 John D. Barnhart and Dorothy L. Riker, *Indiana to 1816: The Colonial Period* (Indianapolis: Indiana Historical Bureau and Indiana Historical Society, 1971), 27.

4 Barnhart, *Indiana to 1816*, 22.

5 Andrew R. Cayton, *Frontier Indiana* (Bloomington and Indianapolis: Indiana University Press, 1998), 26.

6 *Interim Report*, xvi.

7 Cayton, *Frontier Indiana*, 97.

8 Library of Congress, “A Century of Lawmaking for a New Nation: U.S. Congressional Documents and Debates, 1774-1875,” <http://memory.loc.gov/ammem/amlaw/lawhome.html> (Accessed December 27, 2007); Cayton, *Frontier Indiana*, 179.

9 Library of Congress, “A Century of Lawmaking for a New Nation: U.S. Congressional Documents and Debates, 1774-1875,”

In 1811, William Henry Harrison established Fort Harrison about two miles north of the future site of Terre Haute, which was, at that time, a prairie where a Wea Indian village stood.¹⁰ This first white settlement in what would become Harrison Township was placed at this location in part due to the presence of easily accessible coal on the bluffs along the Wabash River. Soldiers and civilians coming and going from the fort were a source for passing information about the fertile prairie lands to would-be pioneers.¹¹

To encourage white settlement on the newly available land, the Land Act of 1800 allowed purchases in units as small as 320 acres at two dollars per acre, and established a payment plan requiring only one-fourth the purchase price as a down payment, with four years to pay the balance.¹² Many simply squatted on land, rather than purchasing it, but whether squatter or buyer, most shared a common goal: to farm. Typically the first shelter settlers placed on their land was a hastily constructed lean-to with a fireplace at one end. Once they had addressed this basic need their efforts were directed at cutting down and burning or girdling trees to kill them in order to make tillable land for fields. Joseph Liston, his father, and a handful of other men were the first Anglo Americans to till the soil near Terre Haute. In 1811, they turned and planted 75 acres of corn, which they sold to the soldiers who were building Fort Harrison.¹³

In 1816, the land on which these settlers were staking claims became part of the new state of Indiana. That year the Terre Haute Land Company bought from the federal government the site of the former Wea village of Orchard Town and laid out a town called Terre Haute parallel to the Wabash River. Terre Haute had a town square, and its Market Street (current-day Third Street) connected to the Vincennes Road on the south and the Lafayette Road on the north. In 1818, when Vigo County was created out of Sullivan County, the owners of Terre Haute successfully lobbied to make their town the county seat and the first courthouse was erected that year.¹⁴ By 1820, the town's population had reached 3,390; four years later when the first pork packing plant opened, it marked the beginnings of nineteenth-century industry in Terre Haute.¹⁵

The topography of the land inspired the nomenclature of Vigo County. Prairie Creek, Prairieton, Honey Creek, Lost Creek, Sugar Creek and Otter Creek are descriptive township names. "Terre Haute," which means the high land, is located on a slight plateau, about 50 feet above the river

<http://memory.loc.gov/ammem/amlaw/lawhome.html> (Accessed December 27, 2007).

10 H. W. Beckwith, *History of Vigo and Parke Counties, Together with Historic Notes on the Wabash Valley*, (Terre Haute, Ind.: H. W. Beckwith, 1880) reprinted at <http://www.geocities.com/vigobios/terrehaute.htm> (Accessed January 3, 2008).

11 Robert M. Taylor, Jr., et al., *Indiana: A New Historical Guide* (Indianapolis: Indiana Historical Society, 1989), 267; Weintraut & Associates, "I-69: Evansville to Indianapolis Tier 1 Study," (October 2003), 28.

12 Cayton, *Frontier Indiana*, 179.

13 Beckwith, *History of Vigo and Parke Counties*, <http://www.geocities.com/vigobios/terrehaute.htm> (Accessed January 3, 2008).

14 *Interim Report*, xvi; Beckwith, *History of Vigo and Parke Counties* <http://www.geocities.com/vigobios/terrehaute.htm> (Accessed January 3, 2008).

15 *Ibid.*, xvii; ; S. B Gookins, and H. W. Beckwith, *1880 History of Vigo County, Indiana* (Knightstown, IN: Bookmark, 1977), 109.

bed.¹⁶ These names expressed the pioneer's view of their new home-place. Other township and place names testify to the important people in the country's history. For instance, Terre Haute lies within Harrison Township, named for William Henry Harrison.

As more settlers came to Vigo County, they required local services to help them manage their farming enterprises. In the county, pioneer farmers took corn and wheat to Abraham Markle's Mill where it was ground into flour and meal. Markle constructed his mill on Otter Creek in 1817, and it was so busy that area farmers sometimes had to wait a day or two for a turn to have their flour ground. In 1824, county government, seeing the success of the enterprise, constructed a toll bridge across the creek where farmers had to cross to get to the mill. When Abraham Markle died in 1826, his son Frederick became the miller. (The home that Frederick Markle built near the mill in 1848 is extant, as are the ruins of the mill, which burned in 1938. The property, outside the APE of this undertaking, is listed in the NR.)¹⁷

When the National Road opened through Terre Haute in 1835, it made the town an important stop on the first federally funded road to the west. A year earlier, the completion of the Wabash & Erie Canal to Terre Haute put the town on this north-south waterway.¹⁸ By 1850, primarily as a result of these transportation improvements, Terre Haute's population had ballooned to 15,289.¹⁹

In 1851, an English visitor to the United States tried out Indiana's transportation options as he traveled with his family through the state. His published travel journal provides interesting views of Terre Haute at mid-nineteenth century. The J. R. D. Beste family arrived on an overland coach on June 29, 1851. They booked a room at the brick Prairie House, which stood at the entrance to town on the National Road. There they dined with 150 other travelers. Beste noticed that his landlord was dressed in the "height of fashion" and the hired help consisted of an African-American man and several young African American boys dressed in white jackets, but not wearing shoes.

The Bestes passed two weeks at the Prairie House. One of the remarkable events that took place while they tarried was the annual Fourth of July celebration. The "grand doings" included a parade of school children carrying homemade flags. Fireworks and a dinner with champagne and cherry cobbler capped the day. At dinner the hotel guests were joined by the students from St. Mary-of-the-Woods, located a few miles from Terre Haute. Fourth of July was the only day on which these students were allowed off the grounds of the college founded by Saint Mother Theodore Guerin.

¹⁶ Beckwith, *History of Vigo and Parke Counties*, <http://www.geocities.com/vigobios/terrehaute.htm> (Accessed January 3, 2008).

¹⁷ "Markle House and Mill Site," National Register Nomination, (1979).

¹⁸ Taylor et al, *Indiana: A New Historical Guide*, 268.

¹⁹ *Interim Report*, xvii.

Beste complained that the path into town from the Prairie House was treeless and baked by the sun, but Main Street was lined with stores and there was a park with shade trees downtown. He noted that Terre Haute's wealthier residents lived in a cluster of houses near the Prairie House on the National Road. Although the family's stay was far more pleasant than he had expected, Beste was glad to leave Terre Haute and begin his homeward trip. His hotel bill was \$5 per week for each adult in his group (he and his wife) and \$2.50 for each servant, plus \$2 for each horse. At the canal wharf, his family boarded a boat bound for Toledo on the Wabash & Erie Canal.²⁰

When the Bestes left Terre Haute in July 1851, its hotels were full of engineers of various sorts and their families. The men were in town to design and manage a host of public works improvements, including the construction of a railroad. The tracks for the Terre Haute and Richmond Railroad were laid the following year.²¹ By 1859, the Wabash & Erie Canal was abandoned but railroads were providing an even better means for moving people and goods.

As civic and transportation improvements were making life better for residents of Terre Haute, another "railroad" was moving people through Vigo County. The Underground Railroad was active in the county in these years prior to the Civil War. One route across southern Indiana traveled north from the Ohio River through Vincennes and Terre Haute and then on to Michigan and Canada.²² Abraham Markle's Mill on Otter Creek was one place of sanctuary on the route. Escaping slaves may also have found shelter at an African American settlement in Lost Creek Township, and perhaps some chose to remain in that community. By the late nineteenth century there were about 110 families in the community, most from North Carolina. In 1835, they built a schoolhouse. In 1840, they established a Methodist congregation and in 1862 during the Civil War, built a Missionary Baptist Church.²³

Two years after the Civil War came to an end, entrepreneurs began to exploit newly discovered coal fields in nearby Clay County. Access to this readily available coal allowed for local iron production to begin. Several iron furnaces opened in the vicinity of Terre Haute between 1867 and 1872 and foundries and rolling mills, including the Terre Haute Iron and Nail Works established in 1868, began turning out nails, railroad cars and rails and iron for bridges.²⁴ At the same time, the ever-increasing number of railroads traversing the United States made even poor quality coal valuable for

20 "A Traveler's Impression of Indiana in 1851," (Fort Wayne, Ind.: Fort Wayne and Allen County Public Library, 1954 (reprinted from J. R. D. Beste, *The Wabash: or, Adventures of an English Gentleman's Family in the Interior of America*, 1855)), 26-28.

21 Taylor et al, *Indiana: A New Historical Guide*, 268.

22 Col. William M. Cockrum, *History of the Underground Railroad as it was conducted by the Anti-Slavery League* (Oakland City, Ind.: J. W. Cockrum, Printing Company, 1915), 8.

23 Gookins, *1880 History of Vigo County, Indiana*, 389.

24 Taylor, et al. *Indiana: A New Historical Guide*, 268; C C Oakey, *Greater Terre Haute and Vigo County: closing the first Century's History of City and County* (Chicago: Lewis Pub. Co., 1908), 134.

burning in their steam engines. By 1870, Vigo County had its own coal mines and was ranked fifth in the state in manufacturing, thanks, in large part, to this cheap fuel source.²⁵ In the last decade of the nineteenth century, a major oil well was tapped in Terre Haute and the search for oil joined the mining of coal in and around the city, supplying more jobs for laborers.²⁶

The workers in Vigo County's coal mines and iron foundries may have been partially composed of an immigrant workforce. In 1870, Terre Haute's population had the largest percentage of foreign-born residents of any Indiana city, with 11 percent born in another country. Germans were the most prevalent immigrants, followed by the Irish.²⁷ Around this time, the city's African American population amounted to only 2.4 percent of the total.²⁸

A number of changes occurred in Terre Haute in the last third of the nineteenth century. The first state Normal School, a college for teachers, opened in Terre Haute in 1870. This was a coup for the city, which had donated \$50,000 and a plot of land for the school, and for the Indiana State Teacher's Association, which had been lobbying for a Normal School since mid century. Within a decade the school averaged about 300 students a term.²⁹ Another educational institution, the Terre Haute School of Industrial Sciences, opened in Terre Haute in 1874; a year later, it was renamed Rose Polytechnic Institute after Chauncey Rose, the benefactor who donated the land and most of the initial funding for the school. In later years, the school relocated and became Rose Hulman Institute of Technology, incorporating the name of the Hulman family who donated the land for the new campus.³⁰

In the 1870s, the first labor union formed in Terre Haute. This organization, the Typographical Union, introduced the city to the world of organized workers.³¹ Terre Haute's climate must have been friendly to unions, for in 1880, the Brotherhood of Locomotive Firemen moved its headquarters to the city from New York.³² Terre Haute resident, Eugene V. Debs, a union agitator who had risen to national office in the Brotherhood of Locomotive Firemen, organized the American Railway Union in 1893.³³ Debs also helped organize the International Workers of the World. An avowed and nationally known socialist, Debs was jailed for leading striking Pullman workers in

25 Taylor, et al. *Indiana: A New Historical Guide*, 268.

26 Oakey, *Greater Terre Haute and Vigo County*, 228.

27 Taylor, et al. *Indiana: A New Historical Guide*, 268.

28 *Ibid.*

29 Indiana State Teachers Association, *Advancing the Cause of Education: A History of the Indiana State Teachers Association* (West Lafayette, Ind.: Purdue University Press, 2004), 22.

30 "A brief History of Rose-Hulman," *Rose-Hulman Institute of Technology Website* <http://www.rose-hulman.edu/Library/history/> (Accessed January 8, 2008).

31 Taylor, et al, *Indiana: A New Historical Guide*, 268.

32 H. C. Bradsby, *History of Vigo County, Indiana* (Chicago: S.B. Nelson & Co, 1891), 612-613.

33 Clifton J. Phillips, *Indiana in Transition: The Emergence of an Industrial Commonwealth: 1880-1920* (Indianapolis: Indiana Historical Society, 1968), 81.

1894 and helped found the Social Democratic Party in 1898.³⁴ In 1900, Debs became the Social Democratic Party's first presidential candidate (he would eventually run for this office four more times), and in 1916, he ran for Congress from the fifth district of Indiana, coming in behind both the Democrat and Republican candidates.³⁵ In 1918, Debs was a vocal opponent of American involvement in the First World War. He was arrested and indicted under the Federal Espionage Act for an anti-war speech. In 1920, while still in prison, Debs ran once again for president as the Socialist Party candidate. He lost to Warren G. Harding, who later freed him from prison.

Among his many causes Debs counted female suffrage an important goal. As editor of the *Fireman's Magazine*, later called the *Locomotive Fireman's Magazine*, he hired Terre Haute journalist Ida Husted Harper to write the "Women's Department." Harper later became the co-author, with Susan B. Anthony, of *The History of Woman's Suffrage* and, still later, the biographer of Anthony. Although Anthony did not live to see the passage of the Nineteenth Amendment, which granted women the vote, both Harper and Debs were alive to celebrate. Debs died in 1926, and Harper died five years later in Washington D. C.³⁶

In 1910, Debs' Terre Haute was the fourth largest city in the state with a population of more than 58,100.³⁷ In 1919, the county's manufacturing output placed it seventh out of 92 counties in the state.³⁸ By the 1920s, Vigo County had emerged as an important manufacturing base for the state, and the county's population had topped 100,000.³⁹ Six railroads brought raw materials and manufactured goods, as well as people, into and out of Terre Haute.

As early as 1906 there were seventeen coal mines within a three-mile radius of the city.⁴⁰ Some of these mine companies created mining towns; one such was the Atherton Splint Coal Co. at Atherton, Indiana, in northern Vigo County. The Lost Creek Mine, just one of many mines near Terre Haute, employed 400 employees in 1913.⁴¹ The mining companies' powerhouses with their tall smoke pipes, scales, and tipples were common features on the landscape. The coal mines of the Terre Haute region employed more than 6,000 workers at the turn of the century. These miners worked almost exclusively in shaft mines until the 1930s. As shaft mines played out and as coal

³⁴ *Ibid.*

³⁵ *Ibid.*, 124.

³⁶ Eugene V. Debs Foundation, "Eugene V. Debs, Personal History," <http://www.eugenevdebs.com/pages/history.html> (Accessed January 8, 2008); Mike McCormick, *Terre Haute: Queen City of the Wabash* (Charleston, SC: Arcadia: 2005), 110-111.

³⁷ Max R. Hyman, "A Survey of the State by County," in George S. Cottman, edited, *Centennial History and Handbook of Indiana* (Indianapolis: Max R. Hyman, 1915), 433.

³⁸ James Madison, *Indiana Through Tradition and Change* (Indianapolis: Indiana Historical Society, 1982), 230.

³⁹ Howard Greninger, "Population of Vigo County still going down," *Indiana Economic Digest* (January 16, 2008) <http://www.indianaeconomicdigest.net/main.asp?Search=1&ArticleID=25740&SectionID=237&S=1> (Accessed January 16, 2008).

⁴⁰ *Vigo County Interim Report*, xvii; Dorothy W. Jerse and John R. Becker, *Terre Haute & Vigo County in Vintage Postcard* (Charleston, SC: Arcadia, 2001), 43.

⁴¹ *Ibid.*

prices dropped, coal production decreased in the 1920s to the 1930s. In 1932, strip mining began on a large scale and within a few decades became the most common type of mining in the county.⁴²

At least some Vigo County miners were members of the United Mine Workers of America, a union that formed in 1890. By 1920, the UMWA was the largest union in the state and had successfully lobbied for legislation in Indiana that required inexperienced men to work as helpers to experienced miners for one year before being licensed to work on their own.⁴³ In 1935, in the midst of the Great Depression, union coal miners near Terre Haute probably participated in a general strike in the city. This strike, the city's most famous, began with a walkout at the Columbian Enameling and Stamping Company and led to a mass walkout of all union workers.⁴⁴ The strike shut down manufacturing and other work activity for 48 hours and resulted in the governor declaring Terre Haute under martial law for the next six months.⁴⁵

In the county, farmers had improved land and constructed simple homes and a multitude of farm buildings during the "golden age" of Indiana agriculture, which lasted from about 1880 to about 1920. A decade later, cultivated acreage peaked during the "back-to-the-land movement" of the 1930s when "every abandoned habitable dwelling in Vigo County was reoccupied." Farming declined from 1934 to 1939 when farmland was sold for strip mining or abandoned due to played out soil, and then increased again from 1939 to 1949 during the war years and the years of high agricultural export immediately following World War II.⁴⁶

In the midst of World War II, Terre Haute was pivotal in keeping the war machine and the home front running. Coal taken from the shaft and strip mines of the county was essential in the war effort.⁴⁷ Commercial Solvents Corporation (now Pitman-Moore) manufactured penicillin for the war effort. A government-built factory, planned to manufacture materials for biological warfare but never put into operation during the war, became Pfizer Inc. in 1947, a pharmaceuticals manufacturer.⁴⁸

Post-war Terre Haute and Vigo County entered a period of economic and population decline that some argue continues today.⁴⁹ Vigo County had been Indiana's top producer of coal since

42 James Lee Guernsey, "A Study of the Agriculture and Rural Settlement Pattern of Vigo County, Indiana, With Emphasis on the Impact of Strip Coal Mining," (Ph.D. dissertation, Northwestern University, 1953).

43 *Vigo County Interim Report*, xviii; 339. David Montgomery, *The Fall of the House of Labor* (Paris: Cambridge University Press, 1999), 335.

44 Taylor, et al, *New Historical Guide*, 271.

45 *Interim Report*, xviii.

46 Guernsey, "Study of the Agriculture and Rural Settlement Pattern of Vigo County."

47 Dorothy Jerse, *On the Home Front in Vigo County, Indiana, 1941-1945* (St. Louis: G. Bradley Publishing, 1995), 25.

48 Janna Chait, "The Other Pharmaceutical Center," *Indiana Business* (October 1989), 67.

49 Greninger, "Population of Vigo County still going down," <http://www.indianaeconomicdigest.net/main.asp?Search=1&ArticleID=25740&SectionID=237&S=1> (Accessed January 16, 2008).

at least 1917, but in 1956 it dropped to second after Warrick County, and the industry that had once employed 6,000 now gave work to only 1,170.⁵⁰ By 1950, Vigo County's population was, for the first time in two decades, above its 1920 figure, reaching 105,160.⁵¹ Urban decay plagued Terre Haute and the *Saturday Evening Post* called it "shabby" in a 1961 article. Spurred in part by a citizens' movement, a building program, and civic organizations much of the city was improved and cleaned up in the 1960s.⁵² As late as 1969, however, *Time Magazine* ran an article about a Terre Haute mayor who was resisting demands by Indiana State University (formerly the Indiana State Normal School) to have the brothels of the city's infamous "Tenderloin District" closed for good.⁵³ Eventually successful, Indiana State University now occupies much of the property that originally formed the district.

In the county, coal mining was ongoing, but the shaft mining of the late nineteenth and early twentieth centuries was now uncommon. By the 1960s, there was only one shaft mine still active in the county; the land that had been owned by mining companies was now freed for platting into additions and subdivisions, but much of it remained unused. Strip mining was now scarring the landscape surrounding Terre Haute. Agricultural property owners were selling off land to these mining enterprises, to suburban development and universities including Indiana State University, which had spread past the edges of the city, and Rose Hulman, which now has a campus within the APE.

Terre Haute and Vigo County continue to experience upswing/downturn cycles. The county population in 2005 had declined more than 3,000 from the 105,848 residents counted in 2000. That loss gave Vigo County the dubious honor of having the highest percentage of population loss of all Indiana counties.⁵⁴

Methods

Historians for Weintraut & Associates drove all the streets and roads in the APE, viewed all properties in the APE, and photographed and took notes on all properties that were at least 50 years of age. Properties not previously surveyed in the IHSS Inventory (the bulk of properties viewed for this project) were given preliminary survey numbers beginning with "WA1" on the APE

50 Indiana Coal Association, "Report of Indiana Coal Production (Excluding Truck Mines) during the Calendar Years of 1917 to 1955: Classified by Counties, Railroads, Veins of Coal, and Type of Operation" (August 15, 1956), 18-20.

51 Greninger, "Population of Vigo County still going down," <http://www.indianaeconomicdigest.net/main.asp?Search=1&ArticleID=25740&SectionID=237&S=1> (Accessed January 16, 2008).

52 "Terre Haute," *Vigo County Historical Society: History of Terre Haute* <http://web.indstate.edu/community/vchs/thhist.htm> (Accessed January 16, 2008).

53 "History of Madame Edith Brown, *Terre Haute Historical Society Online* <http://web.indstate.edu/community/vchs/history/edith-brown.htm> (Accessed January 15, 2008); "Open House in Terre Haute, *Time Magazine* <http://www.time.com/time/magazine/article/0,9171,838978,00.html> (Accessed January 15, 2008).

54 Greninger, "Population of Vigo County still going down," <http://www.indianaeconomicdigest.net/main.asp?Search=1&ArticleID=25740&SectionID=237&S=1> (Accessed January 16, 2008).

map and in the properties table). Historians also photographed selected streetscapes and general views of the project area. During the first site visit on January 9, 2008, the historians surveyed two coal mines in the APE. Now alerted to this type of property, the historians consulted with Weintraut & Associates' GIS staff to map the area's coal beds and underground mine shafts. This mapping revealed many more abandoned shaft mine sites in the APE. With this new mapping information, the historians checked aerial photographs and determined that only one additional underground mining site, the McClellan mine had above-ground resources within the APE. The historians returned to Vigo County on January 30, 2008, and surveyed this additional site; at that time they also talked to the current property owner of the McClellan mine site and did additional research on coal mining in the Vigo County/Terre Haute library.

Properties that were the subject of survey notes are described below or in the table in Appendix 3 and shown on the map of the APE in Appendix 2. Historians evaluated individual properties for architectural and contextual integrity and historical significance and wrote the historic context above and the underground coal mining context below. Further, during the site visit and during documentary research, the historian evaluated the area for historic districts, looking for concentrations of architecturally similar dwellings, contiguous collections of buildings and/or properties indicating a connection based on a historic theme (in this case, related to agricultural, coal mining, or development history) within the context of local history. Those resources that did not meet at least one of the NR criteria and/or did not retain integrity were recommended to be ineligible for listing in the NR.

NR Eligibility Evaluations & Recommendations

Above-ground resources within the APE were identified and evaluated for listing in the NR.

Historic properties are those “districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded or may be likely to yield, information important in prehistory or history.”

As part of the evaluation process, historians took into account seven exemptions specified in 36 CFR 60.4: “Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years...” are not eligible for listing in the NR. Although these types of properties are typically exempt from listing, they were documented if they occurred within the undertaking APE and if they met minimum age requirements (at least 50 years old).

Properties within the APE that are at least 50 years old but failed to rise to the level of NR eligibility are either discussed in the body of the report below or described in the table in Appendix 3. Those with the highest rating in the county interim report and those with the best integrity are discussed within the report. In each case properties are recommended ineligible due to loss of integrity and/or lack of significance.

Eligible Properties

There are no properties listed in the NR within the APE.

One property is recommended individually eligible for listing: County Bridge No. 95.

Also recommended eligible is the Mount Pleasant Group Underground Coal Mine Sites of Vigo County Multiple Property Resources: three properties are recommended as eligible properties within this resource category: McClellan Coal Mine, Mount Pleasant Coal Mine, and Stephen's Hot Flash Coal Mine.



WA13 BRIDGE 95

Bridge No. 95 (167-579-WA13) **Moyer Road over Honey Creek**

Description: Not evaluated in the IHSSI or in James Cooper's book on concrete bridges, Bridge No. 95 was constructed in 1922, according to the county's *Structure Inventory and Appraisal Report*. Bridge No. 95 is a concrete girder bridge that spans Honey Creek at Moyer Road/CR200.⁵⁵ The superstructure of the bridge is slightly raised in the center, and has bush-hammered rails. The girders are curved and chambered, an unusual variation. Small concrete abutments support the banks of the creek beneath the bridge.

Significance: In the 1920s, increasing road traffic from the now-popular automobile made bridges a priority. In these years, the state and counties of Indiana improved bridges whenever possible.

⁵⁵ Vigo County Indiana Board of County Commissioners, *Bridge Inventory Report prepared for Vigo County, Indiana, February 2003*, "Structure Inventory and Appraisal Report, Bridge 95," (Indianapolis, IN: United Consulting Engineers & Architects, 2003).

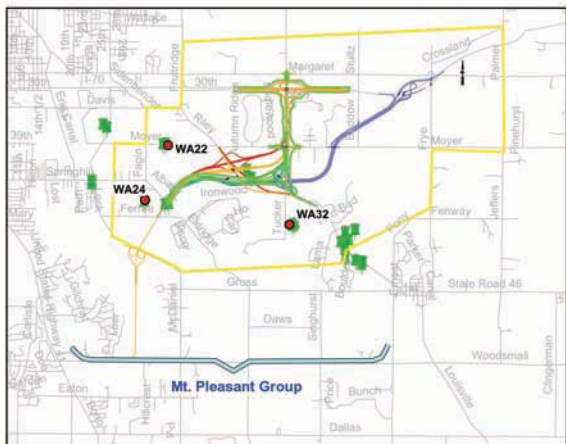
Although Bridge No. 95 is not located on a state highway, it displays bush-hammered rails that were typical of IHSC standard bridges in the period. It is possible that these mass-produced rails may have been available pre-cast from a manufacturer who served a number of customers, including both the state and the counties of Indiana. Concrete girder bridges were common, especially for short spans, such as this one. They were cheap to construct but were somewhat less durable and used most often where there were no heavy currents and the water was shallow, such as at this location.⁵⁶

Recommendations: According to the Mead & Hunt Inventory of Historic Bridges, this bridge is eligible under Criterion C because “it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.”

Boundaries: The boundaries are limited to the footprint of the bridge and abutments.

⁵⁶ James Cooper, *Artistry and Ingenuity in Artificial Stone: Indiana's Concrete Bridges, 1900-1942* (Greencastle, Ind.: self-published, 1997), 151-52.

SR 641 Terre Haute Bypass
Showing abandoned vertical mines of Mt. Pleasant Group



Push pins indicate locations of abandoned underground mines.
See aerial map in appendix for citation and Key

ABANDONED COAL MINES IN STUDY AREA

Mount Pleasant Group Underground Coal Mine Sites of Vigo County Multiple Property Resources (167-579-WA32, WA22, WA24)

The Mount Pleasant Group Underground Coal Mines of Vigo County Multiple Property Resources includes three existing coal mining properties within the APE that display some built elements of historic underground coal mining enterprises and retain integrity as mining sites. Described below in order from east to west, the three mines: McClellan, Mount Pleasant, and Stephens Hot Flash. They span the period from the opening of shaft mines in the Mount Pleasant Group to the very end of underground coal mining in the county and each represent a phase of coal mining in the county.

Underground coal mining in the form of shaft mining was an important early and ongoing industry in Vigo County from the late nineteenth century to the last quarter of the twentieth century. By then surface (or strip) mining had become the norm and underground mining had phased out. Extant underground (shaft) mine site resources are rare in Vigo County and most, if not all, have been somewhat compromised by losses; but three sites within the Mount Pleasant Group retain good integrity. Two are recommended eligible as aboveground resources, while the third is recommended eligible as either an above-ground or an industrial archaeology site.

These three sites, per the National Register Mining Bulletin, “convey the collective image of a historically significant mining operation.” These

properties as a whole are greater than the sum of their parts and can be judged to “have integrity as a system even though individual components of the system have deteriorated over time.”⁵⁷ They continue to represent an important industry that employed multiple generations and thousands of men in the county. The coal mining region in which these mines were located has been called “The Mount Pleasant Group,” per a publication of the Indiana Department of Natural Resources; hence, the name for the Multiple Property Resources.⁵⁸

Significance: The coal deposits of Vigo County are part of a large coal bed that underlies many of the counties of southwestern Indiana. Coal from this bed was first collected along the banks of the Wabash River as early as 1736.⁵⁹ In 1811, the coal beds were one reason that William Henry Harrison had Fort Harrison built near the banks of the Wabash, not far from where Terre Haute now stands.

In 1837 and 1838 David Dale Owen noted two mining districts in Vigo County; these included beds along the National Road and those near Riley on Honey Creek (in the area of the Mount Pleasant Group).⁶⁰ In the 1830s, efforts to create a local coal industry were frustrated. Attempts to sell coal locally or to float it down river to New Orleans were stymied by lack of interest within the new

⁵⁷ National Park Service, *National Register Bulletin*, “Guidelines for Identifying, Evaluating and Registering Historic Mining Sites,” <http://www.cr.nps.gov/nr/publications/bulletins/nrb42/mi3.HTM> (Accessed and printed January 27, 2006).

⁵⁸ *Ibid.*

⁵⁹ Coal in Indiana,” *Indiana Geological Survey* <http://igs.indiana.edu/coal/index.cfm> (Accessed January 24, 2008).

⁶⁰ Denver Harper, “Coal Mining in Vigo County, Indiana,” *Department of Natural Resources Geological Survey Special Report 34* (Bloomington, Ind.: USGS, 1985).

county, which was full of virgin woods for fuel, and frustrated by seasonal droughts that caused the river to be too low to float rafts loaded with coal.⁶¹ However, interest in Vigo County coal apparently grew by the 1860s. David Dale Owen's brother, geologist Richard Owen, reported an increase in the number of coal-harvesting areas in Vigo County. They now included those in the southeastern portion of the county and several sites along the west bank of the Wabash River.⁶²

Chauncey Rose (major contributor to Rose Hulman Institute) and William Riley McKeen decided, in 1864, to begin searching for coal below the surface of Vigo County. Allegedly, they sunk the first shaft mine in the county in 1864 near Seelyville (north of the APE).⁶³ Following the Civil War the construction of railroads made coal a valuable commodity. Trains both used coal and made it possible to easily transport it to other metropolitan areas. Even the less efficient high sulfur bituminous coal of the Springfield Coal Member (the type of coal found in much of Vigo County) became valuable for use in producing iron and powering steam engines as they crisscrossed the growing United States.⁶⁴ By 1870, Vigo County was ranked third in the state in coal mining production. Nearly all the counties mines were shaft mines. Mining along Honey Creek, near Riley, had declined by this time, however.⁶⁵

61 Dorothy J. Clark, "Coal Came of Age in late 1800s," *Terre Haute Tribune-Star*, March 18, 1990.

62 Harper, "Coal Mining in Vigo County," 1.

63 *Ibid.*

64 Jerse and Becker, *Terre Haute & Vigo County in Vintage Postcards* (Charleston, SC: Arcadia, 2001) 43.

65 "Vigo County Historical Society," <http://web.indstate.edu/community/vchs/thhist.htm> (Accessed January 17, 2008); Harper, "Coal Mining in Vigo County," 3.

Around 1890, oil strikes in Vigo County seemed almost as promising as coal mining but many of the oil companies found coal more abundant and more easily located. When the Vi-Clay Oil Company hit oil in Riley Township with a well that produced 132 barrels a day, a rush of oil entrepreneurs made lease claims in the area.⁶⁶ Though dry wells disappointed many of these entrepreneurs, those with acquired coal rights found eastern Vigo County rich in coal resources and a number of coal mines opened in the area just after the turn of the century. In 1889, Indiana ranked seventh in the nation in coal production, and Vigo County ranked in the top two coal mining counties in the state.⁶⁷ The last decade of the nineteenth century saw the formation of the United Mine Workers of America, a merger of the earlier Knights of Labor and the miners of the National Progressive Union. Vigo County miners formed District No. 11 of the UMWA. In 1898, the UMWA established the eight-hour day for miners; previously a ten-hour day had been customary.⁶⁸ Despite their shorter work week, Vigo County miners produced 819,000 tons of coal that year.⁶⁹

In 1900, more than 300,000 Americans worked in the mining industry. In these early years, most mining companies used the room-and-pillar method, in which about half the coal was removed from small areas or tunnels (rooms) and the

⁶⁶ Jerse and Becker, *Terre Haute and Vigo County*, 42.

⁶⁷ Sean Patrick Adams, "The US Coal Industry in the Nineteenth Century," *E.H. Net Encyclopedia* <http://Eh.net/encyclopedia/article/adams.industry.coal.us> (Accessed January 24, 2008).

⁶⁸ Dorothy J. Clark, "Gay Nineties were not so Gay for Coal Miners," "Mines and Mining (Ind.)," clipping file, Terre Haute Public Library, Terre Haute, Indiana.

⁶⁹ Harper, "Coal Mining in Vigo County," 5.

remaining coal formed “pillars” that supported the ground above.⁷⁰ Over time, an increasing percentage of the 212 million tons of bituminous coal produced in the U.S. was mined by electric cutting machines.⁷¹ By 1910, when about 3,600 men worked in the Vigo County mines, 1,143 were reportedly “machine miners.” Mining employers paid \$3,612,856 in wages statewide that year when Vigo County was the second highest coal producer in the state.⁷²

Mining increased in Indiana during these early years of the twentieth century primarily because the natural gas fields in northern Indiana were exhausted and the industry that had been lured to the state by the promise of free natural gas now turned to coal for power. Coal production in the state tripled in the years between 1898 and 1908 as demand by industry increased.⁷³ Miners’ wages were set by job and by the type of activity undertaken as part of that job. So, for instance, when a miner “opened a room” he earned extra money. Miners working narrow entries earned more, and “room turnings” paid an additional amount over and above the set day’s wage.⁷⁴

In 1917, the U.S. entered World War I, and Vigo County’s coal mining enterprises were more

70 Jeffrey D. Martin, Charles G. Crawford, Richard F. Dewelius and Danny E. Renn, “Description of the Physical Environment and Coal-Mining History of West-Central Indiana, with Emphasis on Six Small Watersheds,” (Indianapolis: U.S. Geological Survey, 1987), 24.

71 Adams, “The US Coal Industry in the Nineteenth Century,” <http://Eh.net/encyclopedia/article/adams.industry.coal.us> (Accessed January 24, 2008).

72 James Epperson, “Thirty-Second Annual Report of the Inspector of Mines for the State of Indiana,” in W. S. Blatchley compiled *Department of Geology and Natural Resources Thirty-Fifth Annual Report* (Indianapolis: W.M. Burford, 1911), 159, 162-62.

73 Harper, “Coal Mining in Vigo County,” 5.

74 *Ibid.*, 166, 168.

important than ever in supporting the war effort. That year, Vigo became the top coal mining county in the state, producing 7,290,698 tons, which comprised almost 28 percent of the entire state's coal production. For the next six years, employment and production peaked in Vigo County's mining industry. More than 6,000 miners were employed in the county coal operations.⁷⁵ Coal output climbed to 8,844,958 in 1918 (an all-time high in the period prior to 1956).

From 1917 until at least 1955, Vigo County was the state's leading coal producing county.⁷⁶ However, the importance of underground mining began to wane in the 1930s. In 1931, Vigo County mined only one million tons of coal.⁷⁷ By World War II, for the first time in Vigo County, coal mined by surface (mostly strip) mining methods equaled that mined by underground (mostly shaft) methods.⁷⁸ During the war, the county experienced increases in coal production to about 4.4 million tons annually from 1944 to 1949.⁷⁹

Following the war, the number of workers employed in the mining industry declined to 1,710 in 1953.⁸⁰ The vast majority of these miners were working in strip mines. In 1963, only three shaft mines were still in operation in Vigo County (among them was the Mount Pleasant Mine

75 Guernsey, "Study of the Agriculture and Rural Settlement Pattern."

76 Indiana Coal Association, "Report of Indiana Coal Production," 13, 18.

77 Harper, "Coal Mining in Vigo County," 6.

78 *Ibid.*, 27.

79 *Ibid.*, 6.

80 Guernsey, "A Study of the Agriculture and Rural Settlement Pattern."

described below).⁸¹ A decade later, Mount Pleasant, the last significant shaft mine in Vigo County, was reported on for the last time in the 1973 state Bureau of Mines and Mining report.⁸² With the closing of Mount Pleasant Mine, “the era of underground mining in Vigo County ended.”⁸³

General Description: According to the *National Register Bulletin*: “Guidelines for Identifying, Evaluating and Registering Historic Mining Sites,” (Mining Bulletin), “mining properties have an architecture of their own, especially the industrial complexes of mills, hoist houses, and smelters.” This is certainly the case with underground coal mine sites. These sites were industrial in nature and their architecture was functional and, in some cases, site specific. For instance, buildings such as powerhouses are notable for their tall metal pipe chimneys, and car shops for their wide doors. And yet, as the Mining Bulletin notes: “... many mining properties contain few standing buildings or structures and disconnected parts of machinery ...” and therefore the historian must attempt to “reanimate” the site based on a careful reading of “removed or obscured features,” as well as those that are extant.⁸⁴

Because underground mining was waning beginning in the 1930s and was largely abandoned in Vigo County by 1974, and because some buildings and structures, such as tipples, were

81 Ralph C. Newman, Annual Report of the Bureau of Mines and Mining of the State of Indiana, (January 1, 1963 – December 31, 1963), 12.

82 Charles A. Purcell, *Annual Report of the Bureau of Mines and Mining: State of Indiana* (January 1, 1973 to December 31, 1973), 7.

83 Harper, “Coal Mining in Vigo County,” 6.

84 National Park Service, “Mining Bulletin.”

intended to be moveable to new mining sites as old ones were played out, few if any historic underground mining properties retain a full complement of buildings and features. With the understanding that an abandoned underground mining site will probably not retain all its original resources, the historians have attempted to compare what would have been present on a working shaft mine property to the abandoned properties within the APE. In so doing, the historians have relied on the mining context above, as well as on maps of coal mines in Vigo County, old photographs of underground mining sites, interviews with property owners, and extant contributing elements of three mining properties within the APE of this project.

Based on all research gathered, a Vigo County underground (as opposed to surface or strip mine) property, while in operation, would have contained most or all of the following resources: a shaft opening and underground mine; a powerhouse notable for its tall metal chimneys, where the plant's energy was generated; a car shop, where the mine cars that carried the coal were built and repaired; and a tipple, where the rail cars full of coal were tipped and where coal was carried up a conveyor belt to the top of the tall structure, inside which it was dumped and sorted by a screening method. Other common features on these mining properties included a break room, which might also serve as a wash house for the men after their shift in the mine; an office; scales; a laboratory, where the coal was tested; and a boiler room. Gob piles, where the shale and other waste stone

was discarded, slurry ponds where the finer waste products and wash water collected, and either railroad access or road access for hauling materials were also part of these landscapes. These sites also held mining equipment such as hoists, conveyor belts, and mining machines.

The buildings on underground mining properties were clustered in proximity to the shaft and to each other (see site plan of the McClellan Mine below) or to the means of transportation. The landscape surrounding the mine was not necessarily clear of trees, but all the work areas of the mine and the areas where railcars or mine cars moved or where equipment was in operation would have been cleared. Scales were located near the point of transportation. Transportation networks included train tracks, mine car tracks and people paths. Hoists were placed near the mine shafts.

Specific Descriptions: Three historic properties that are among the Multiple Resources of the Mount Pleasant Group Underground Coal Mines of Vigo County are within the APE of this undertaking and are described below. The group takes its name from the last active underground coal mine in Vigo County. The “Mount Pleasant Group” was a named entity referenced in a Department of Natural Resources publication “Coal Mining in Vigo County,” published in 1985.⁸⁵ According to the DNR publication, small scattered mining had taken place in the Mount Pleasant Group area as early as the 1830s.⁸⁶ Significant underground mining began in the group in 1918 with the opening

⁸⁵ Harper, “Coal Mining in Vigo County,” 15.

⁸⁶ *Ibid.*, 17.

of the Water Lily Mine (no longer extant). Eight more mines opened in the area between 1920 and 1952. Among the earliest mines in the area was the Stephens Hot Flash Mine (circa 1918); a mid-period mine, the McClellan Mine (1925-1931), and the last operating mine, the Mount Pleasant Mine (1928-1974), are the only underground mine properties within the Mount Pleasant Group within the APE that retain integrity.⁸⁷

⁸⁷ *Ibid.*



WA32 MCCLELLAN SHOWING RAISED RAILROAD
BED ON LEFT AND LOWER MINE CAR TRACK ON
RIGHT



WA32 MCCLELLAN LOOKING
SOUTH AT MINESHAFT



WA32 MCCLELLAN LOOKING WEST AT TIPPLE
PIERS BELOW SLURRY POND OVER MOUND IN
BACKGROUND

McClellan Mine (167-579-WA32)

5311 Tucker Street

Resources: The McClellan Mine (also spelled McClelland) property (1925 to 1931) consists of discernible transportation networks, including the raised bed of a former railroad and the sunken bed of a former coal car road. The property also holds the concrete piers that once held a hoist, the metal walls of what may have been the lab now connected to a storage building constructed by the current owner, the concrete entry to the mine shaft, three rows of concrete piers and a short concrete wall upon which the former tipple sat, the brick washhouse/powerhouse, a slurry pond, the former scale, and a gob pile.⁸⁸

The site continues to display the plan and landscape features of an underground mine property from the first third of the twentieth century with its extant building and with the archaeological remains of others. Also, it should be noted that within the storage building constructed by the current owner are remnants of mining equipment, including what appears to be the metal components of a conveyor belt that may once have carried the coal to the top of the tipple to be sorted. Sections of stair rails, concrete steps and other bits of equipment also litter the property. Pathways and the raised rail bed are visible and the gob pile, slurry pond remain. The top of the shaft mine is extant at this location. Taken as a whole the McClellan Mine, though lacking a large number of extant buildings, is especially evocative as a mining site.

⁸⁸ Connie Zeigler and Gary Quigg interview with property owner, Richard Logsdon helped “flesh out” the site remains on Logsdon’s property (January 30, 2008).



WA32 MCCLELLAN GOB PILE



WA32 MCCLELLAN LOOKING NORTHEAST AT
POWERHOUSE -- WASHHOUSE FROM TOP OF
GOB PILE



WA32 MCCLELLAN SHOWING EASTERN
ADDITION TO NEW STORAGE BUILDING

The Mining Bulletin states that:

buildings may have collapsed, machinery may have been removed, and railroad tracks may have been salvaged. However, the property may still exhibit a labyrinth of paths, roads, shaft openings, trash heaps and fragments of industrial activity. Although these individual components may appear to lack distinction, the combined impact of these separate components may enable the property to convey the collective image of a historically significant mining operation. In essence, the whole of this property will be greater than the sum of its parts. In such cases, *a mining property may be judged to have integrity as a system even though individual components of the system have deteriorated over time.* (Author's emphasis.)

As the Mining Bulletin notes, mining sites are difficult to evaluate. With the brick washhouse/powerhouse the only building extant, it would be easy to overlook the site's significance. However, the site continues to convey what the Mining Bulletin refers to as "the collective image" of a mining operation. The historians recommend that it be considered either as a historic above-ground resource or as a historical archaeological site.



WA22 MOUNT PLEASANT SCAPE



WA22 MOUNT PLEASANT POWERHOUSE



WA22 MOUNT PLEASANT SHOWING OLD AND
NEW POWERHOUSES

Mount Pleasant Mining Corporation
(167-579-WA22)
3457 Moyer Road

Resources: The Mount Pleasant Mine property (named for the nearby settlement of Mount Pleasant) consists of a powerhouse, scales, office building/lab, breakroom building and additional outbuilding, remnants of a gob pile, and a slurry pond. The property is a good example of a shaft mine operation from 1928 to 1974. The property has a concrete block powerhouse building. The long, rectilinear gable-end building was constructed circa 1928. On the northern elevation, two metal pipes pierce the block walls of the building and extend outward to meet two, tall metal chimney pipes. Attached to this older, longer building is a square two-story, gable-end building with metal siding (circa 1970). A driveway winds behind these buildings, and just south of the driveway is a small outbuilding (circa 1928) clad in metal siding with a steel door on the façade and one façade window with two-over-two lights. This building was probably a breakroom for mine workers or foremen. West of this building is a larger, gable end, one-story building (circa 1928), probably the car shop where the mining cars were built and repaired.⁸⁹ This concrete-block building has a galvanized steel sliding door and a paired, sliding-sash window. The roof is covered in tarred paper and has visible rafter tails beneath the eave. A low, one-story, period addition of concrete blocks holds two vehicular, wooden overhead doors. Directly behind

⁸⁹ "Layout of the Combined Shops," *Coal Mining Heritage Park: Radford University Study—Heritage Preservation* <http://gismontva.com/departmetns/plan/cmhp/rucmhp/ruhist.html> (Accessed January 24, 2008)



WA22 MOUNT PLEASANT CAR SHOP



WA22 MOUNT PLEASANT POND
AND GOB PILE



WA22 MOUNT PLEASANT LAB/OFFICE

this building are stacks of mining equipment and stacked and bolted together wooden beams that may once have supported the shaft opening. South of these equipment piles is a slurry pond. The former locations of most underground mines in southeastern Vigo County are marked, today, by the presence of such small ponds; these features denote either where the shaft openings were once located, where subsidence has occurred due to the mine beneath, or where a slurry pond was dug. South of the pond is a tree-covered mound that was the mine gob pile. Northwest of the pond is a modern gable-front building clad and roofed in ribbed metal siding.

The remaining resources on the property are directly west of the powerhouse building. Placed at an angle on the lot is an office/laboratory building. Rising two stories from a smooth, concrete-block foundation to smooth, concrete-block walls, the building has original fixed sash windows placed just below the eave on each side. The hipped roof has a deep eave. A metal chimney pipe is attached to the southern elevation and rises above the roof. An addition on the northern side has a single two-over-two fixed sash window and a paneled pedestrian door. Directly north of the addition is a scale platform that is flush with the ground. Here at the exit driveway onto Moyer Road, trucks carrying coal were weighed before they left the property. The property, which was noted in historic information as a “truck mine” retains its relationship to Moyer Road (formerly called Mount Pleasant Road).⁹⁰

⁹⁰ *Yearbook of the State of Indiana for the year 1935* (Indianapolis: Wm.B. Burford, 1935).

The Mount Pleasant Mine was the last operating underground coal mine in Vigo County. It was in operation for almost 50 years.

The Mining Bulletin states:

mines and mills evolve through time with the introduction of new machinery or technology or the expansion of the mining operation. This evolution means that plants found in an unaltered state are rare. Thus, contemporary evaluation of a mill's [or mines] integrity should not only be based on its conformance with an original construction plan, but also on its ability to illustrate the property's evolution through time.⁹¹

With its old and new powerhouses and building additions, the Mount Pleasant Mine property shows the evolution of a mining resource during the period from 1928 to 1974.

⁹¹ National Park Service, "Mining Bulletin."



WA24 STEPHENS SCAPE



WA24 STEPHENS OFFICE/BREAKROOM

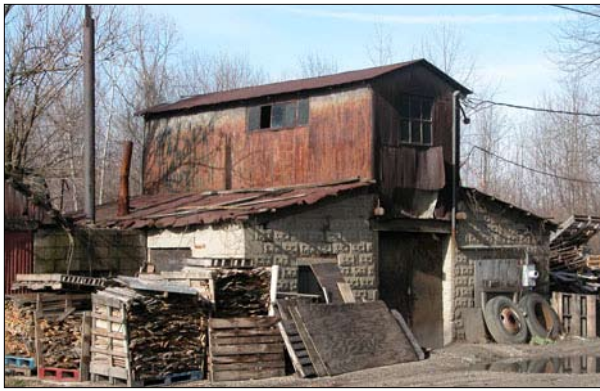


WA24 STEPHENS SCALE BUILDING

Stephens Hot Flash Coal Mine 4925 Fagin Road (167-579-WA24)

Resources: The Stephens Hot Flash Coal Mine property consists of several industrial buildings and a filled mine shaft. The property is an example of a shaft mine operation from the earliest years of the Mount Pleasant Group, circa 1918 to 1935. The northernmost building on the property was once the office and breakroom. The smooth-faced concrete block office/breakroom is a one-story, gable-end building with one window (infilled with plywood) and a (circa 1930s) door on the façade. The door is sheltered by a metal awning. The south side of the building holds an original metal casement window with twelve lights. The roof is galvanized steel with rafter tails visible beneath the eave. Former railroad ties were reused in the construction of the building. Northwest of this building is the former location of the laboratory, which has been demolished. West of the foundation pad of the laboratory building is what appears to be an airshaft with a concrete cover. South of the office/breakroom are the remains of a now-demolished boiler room. South of these remains is the wedge-shaped scales building constructed of smooth-faced concrete block with a metal roof.

Separated from these buildings by several yards are the two remaining buildings on the property. The first of these is the former powerhouse building that held the winches for the mine. This one-story building has a central two-story monitor. The building rises from a rusticated concrete block foundation to rusticated concrete block walls. The



WA24 STEPHENS POWERHOUSE



WA22 STEPHENS CAR SHOP

flanking bays are attached to the central monitor of the building with shed roofs above a wide, steel cornice. Visible rafter tails are formed of metal pipes filled with concrete. The roof of the southern shed-roof section is pierced by two metal chimney pipes. The second-story monitor is one room wide and runs the full length of the building. It has a central fixed sash window with six large lights on the façade. The monitor has galvanized steel cladding on the walls and the roof. According to the current owner of the property, the mine shaft was directly behind (west of) this building, and when the mine closed the then-owner had the shaft filled with the equipment still inside.⁹² South of the powerhouse is a one-and-one-half story gable-front building clad with corrugated steel. This was the car shop/blacksmith shop. Two welded metal doors on the first story appear to have replaced a sliding door. The gable roof is covered in corrugated metal and the visible roof rafter tails show that the rafters are reused railroad ties.

The Stephens Hot Flash Mining Property displays good integrity. Although the site is today covered in reused wooden pallets (the current owner's business enterprise), it retains a high percentage of the original mining enterprise buildings and represents an early-period mine from the Mount Pleasant Group.

Group Significance: The Mount Pleasant Group was a significant contributor to the underground coal mining success of Vigo County. Underground mining began in the Mount Pleasant Group around 1918, from that year until 1955 Vigo

⁹² Connie Zeigler interview with property owner, Ron Mauk.

County was the highest coal producing county in the state. When it closed, the Mount Pleasant Mine was the last significant underground coal operation in the county.

These three properties represent the span of the period of underground mining in the Mount Pleasant Group. Though the three properties retain varying degrees of integrity, each continues to convey a mining operation from three periods of activity. These three sites are the only known remaining underground mining sites from the Mount Pleasant Group extant in the APE.

Each of these properties symbolizes different elements of the mining history of this once vital coal producing county. In regards to the McClellan mine, the owner achieved some local and state renown. Even after his mine had closed in 1931, Jim McClellan was mentioned in a 1942 *Terre Haute Tribune* article as an operator who had been “prominently connected with development of the local [coal] field and the Indiana Coal Operators Association.” The McClellan property continues to evoke the feeling of a historic mining site, though because it has only one extant building, the historians recommend it for further evaluation as either a historic above-ground site or a historic archaeological site.

The Mount Pleasant Mine property continues to display an evolution of historic buildings from the period when the mine was in operation, and it is important as the last, significant underground mine operation in Vigo County. The earliest of the three coal mines, the Stephens Hot Flash mine

displays most of the original buildings or the ruins or foundations of those buildings to this day. It is important for its origins in the earliest years of the Mount Pleasant Group mining enterprises. The site also has a shaft mine that was filled with the equipment *in situ* and therefore, may also hold industrial archaeological mining resources.

Recommendation: Per the Mining Bulletin's "Guidelines for Identifying, Evaluating and Registering Historic Mining Sites," and its instructions on evaluating integrity and significance, the historians recommend the three resources as eligible properties of the Mount Pleasant Group Underground Coal Mine Sites of Vigo County Multiple Property Resources under Criterion A for association with, and representation of, a vitally important county industry. The historians would also note that other properties associated with the Mount Pleasant Group may exist outside the APE. If so, any properties with integrity may also be eligible for the NR as part of the Mount Pleasant Group Underground Coal Mine Sites of Vigo County.

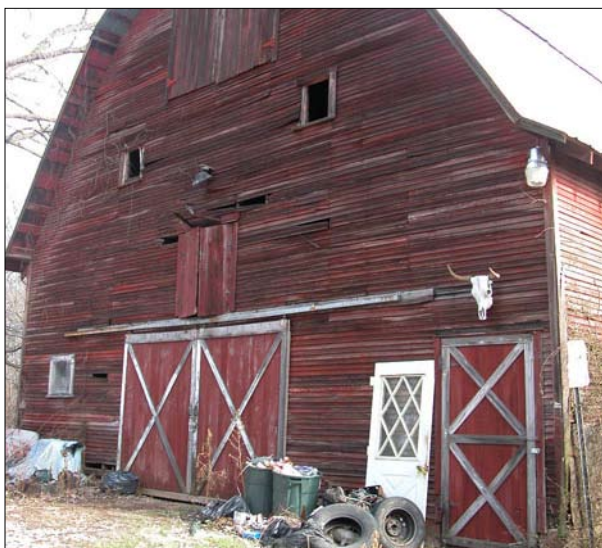
Boundaries: The boundaries of each property shall be the land directly surrounding the buildings and landscape features on the individual mining properties. (See site plans in appendix).

Ineligible Properties:

Of the twenty-seven properties surveyed for this project, twenty-three are recommended ineligible. The three ineligible properties described below were the best of the properties within the APE that failed to rise to NR eligibility. The first two properties do not retain high enough integrity to be eligible for the NR. The third ineligible property described does not display historical significance under any NR criterion. The remaining ineligible properties are briefly described in the table in Appendix 3.



HOUSE



BARN

House (167-579-35003)

SR 46

Description: This house, rated Contributing in the county interim report, was constructed circa 1900. The property consists of a house and transverse-frame barn. The house is a gable-front vernacular building rising from a concrete block foundation to vinyl-clad walls. *Replaced windows* are modern, one-over-one, double-hung sashes. An enclosed porch *addition* extends along most of the eastern side of the house. Also on the property is a large, transverse-frame barn. The barn is clad in horizontal wooden siding and has original cross-framed sliding doors and a cross-framed pedestrian door on the facade. The southern side holds original, fixed sash windows with four glazings.

Significance: Although this property has a fine transverse-frame barn with high integrity, the house has been altered with vinyl siding, new windows and a porch addition. The vernacular house is an unusual style in the area, but not a remarkable one.

Recommendations: This house is recommended not eligible for the NR under Criterion A, B, C, or D because it lacks historical integrity due to loss of original materials.



WA5 FARMSTEAD



WA5 PUMPHOUSE



WA5 OUTBUILDING

Farmstead (167-579-WA5)

5401 Margaret Avenue

Description: This farmstead was not evaluated in the county IHSS Inventory. The property consists of a house, tile livestock building, and milkhouse or pumphouse. The house is a Craftsman bungalow constructed circa 1915. Rising from a parged foundation, the house has clapboard walls and original four over- one, double-hung sash windows placed in a grouping of three windows on the protruding bay of the façade. The north-facing façade has a porch that wraps around onto the eastern side, as well. The square brick porch piers support an arched spandrel beneath the deep eave. The porch balustrade is brick laid in a lattice pattern. One section of the balustrade is missing and a *replacement wooden balustrade* has been added at that location. The house soffits and *knee brackets are covered in vinyl or aluminum siding*. The dormer window is a *modern replacement*, one-over-one, double-hung sash. The house sits on a large landscaped lawn that is marked at the corners with substantial concrete posts with small wing walls.

Directly west of the house is a concrete-block building that may have been a milkhouse or a pumphouse. The square building rises to a hipped roof with a cupola along the roof ridge. The building's *replacement windows* are one-over-one, double-hung sashes. The door is also a *replacement*. The house and milkhouse/pumphouse sit upon a small rise. Downhill and to the south of the house is a wide, one-story, glazed-tile building that was used for dairy livestock activity and possibly also holds a section for milk storage. The tile

building has fixed-sash windows with four glazings separated by mullions and muntins. The roof is standing seam metal sheathing and rafter tails are visible beneath the eave. There is also a modern garage on the property.

Significance: A former dairy farm, this complex was constructed around 1915. Although all the existing elements of the farmstead indicate that this was a modern and stylish farmstead, the property has lost some of its original materials: section of porch balustrade, dormer window, pumphouse/milkhouse windows and door, and has had new materials added: vinyl siding on soffits and knee brackets, new windows and doors. A more significant loss is that there is now *no original large barn* on the property. Concrete posts in the, now empty, lot to the west of the house indicate that this was where the large barn probably stood. Without the large barn, where animals were milked and hay was stored, this property no longer represents a period dairy farm.

Recommendations: This property is recommended not eligible for the NR under Criterion A for it lacks the large barn that is important to illustrate a dairy farm property. The property is recommended not eligible under Criterion B for it has no known association with persons of importance in the history of Vigo County. It is recommended not eligible under Criterion C due to losses of original materials, including the original barn. It is recommended not eligible under Criterion D for there is no reason to assume that it would yield information important in prehistory or history.



WA17 FARMSTEAD



WA17 BARN

Farmstead (167-579-WA17)

3464 S. Frye Road

Description: Not evaluated in the IHSSI, this property consists of a house, summer kitchen, large English barn, small transverse-frame barn, gambrel-roof barn/garage, milk house, and another small outbuilding.

The house was constructed circa 1910 in the bungalow style. It rises from a concrete block foundation to *walls clad in brick-look, roll siding*. The west-facing porch has square brick piers supporting a boxed cornice. A short brick-wall balustrade defines the area between the piers. The one-over one, double-hung sash *windows are replacements* and are made to fit the original openings with *infill of plywood*. The door is original. Windows are covered with louvered metal awnings. An attic dormer is entirely covered in composition shingles, as is the roof. An exterior chimney on the south side of the house pierces the roof.

North of the house, the English barn rises from a foundation of several courses of smooth-face concrete block to walls clad in vertical wooden siding, and it has a sliding pedestrian door. A large *shed-roof addition* has been added to the western side of the barn. The roof is clad in standing seam metal roofing. Northeast of the English barn is a milkhouse constructed of glazed tile. The gable end building has an original window and a standing seam roof. Behind the English barn (to the east), a smaller transverse-frame barn has vertical wooden siding and a sliding equipment door. South of the transverse-frame barn is a *modern, circa 1960s, two story, gambrel-roof garage*.



WA17 OUTBUILDINGS

South of the garage is an original summer kitchen. Constructed of smooth-faced concrete block, the one-story, gable-front building has a pent-roof canopy that spans the façade sheltering the door. The summer kitchen has original two-over-two, double-hung sash windows. An external chimney rises above the roof at the rear of the building. The roof is clad in composition shingles. Behind the summer kitchen, to the east, is a small shed-roof outbuilding with vertical wooden siding; this may be a privy or a utility building. East of the house, a gable-end outbuilding is clad in vertical wood siding that is painted black. The roof is clad in standing-seam metal roofing. *A modern outbuilding is east of the historic outbuildings.*

Significance: The extant milkhouse indicates that this farm was a dairy farm or a general farm which also produced milk for sale. Constructed circa 1910, the house has lost integrity through the loss of original windows and the addition of brick look, roll siding. The older outbuildings have good integrity, though all, except for the summer kitchen, have new, standing seam metal roofs. A new, large garage and a new outbuilding are modern intrusions on the farmstead landscape.

Recommendations: This property is recommended not eligible for the NR under Criterion A. Although it appears to have been associated with dairy farming in the county, new buildings on the property tend to diminish the historic feeling of the farmstead; additionally the location of I-70 nearby has diminished the historic agricultural setting and the property has been altered with additions and the loss of original materials. The property

is recommended not eligible under Criterion B for it has no known association with persons of importance in the history of Vigo County. It is recommended not eligible under Criterion C for the house's loss of integrity through the loss of original windows and the addition of non-historic roll siding and for the addition of modern buildings to the farmscape. It is recommended not eligible under Criterion D for there is no reason to assume it would yield information important in prehistory or history.

Conclusions

There are no properties listed in the National Register of Historic Places within the APE of this undertaking.

Twenty-seven properties within the APE were at least 50 years old and the historians surveyed these properties. Seven properties are described within the text of this document; the remaining properties are described in Appendix 3.

As a result of identification and evaluation efforts for this undertaking one individual resource is recommended eligible for listing in the NR: Vigo County Bridge No. 95.

Also recommended eligible for listing in the NR are three properties associated with the Mount Pleasant Group Underground Coal Mine Multiple Property Resources: McClellan Mine, Mount Pleasant Mine, and the Stephens Hot Flash Mine.

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Appendices

1. Photographs

2. Maps

3. Properties Table

4. Site Maps

1. Photographs



35003



35003 Barn



35003 barn--south side



DSCN0020



WA1



WA1 barn



WA10



WA10 Outbuildings



WA11



WA12



WA12 barn



WA13 Bridge 95



WA13 Bridge 95 South Side



WA14



WA15



WA16



WA17



WA17 2nd barn



WA17 barn



WA17 Outbuildings



WA2



WA2 barn



WA2 barnlot



WA21



WA22 Mount Pleasant addition to office and scales



WA22 Mount Pleasant breakroom



WA22 Mount Pleasant Car Shop



WA22 Mount Pleasant car shop addition



WA22 Mount Pleasant carshop



WA22 Mount Pleasant looking north at buildings from pond



WA22 Mount Pleasant looking north at pond



WA22 Mount Pleasant looking west along Moyer at original powerhouse



WA22 Mount Pleasant metal sided breakroom



WA22 Mount Pleasant Office-lab



WA22 Mount Pleasant original Powerhouse



WA22 Mount Pleasant possibly lab and carshop



WA22 Mount Pleasant Powerhouse



WA22 Mount Pleasant Powerhouses



WA22 Mount Pleasant repainted hoists



WA22 Mount Pleasant scales



WA22 Mount Pleasant Scape



WA22 Mount Pleasant Scape looking east



WA22 Mount Pleasant showing original and 1970s powerhouses and smal...



WA22 Mount Pleasant Slurry pond and Gob pile



WA22 Mount Pleasant Slurry pond looking west



WA22 Mount Pleasant stacked timbers and equipment



WA23



WA24 Stephens Back of office where Boiler Room was



WA24 Office Facade



WA24 Stephens Car shop and powerhouse



WA24 Stephens Car shop railroad tie construction



WA24 Stephens Car Shop Roof



WA24 Stephens Hot Flash Air Shaft



WA24 Stephens Hot Flash Equipment



WA24 Stephens Hot Flash lab foundation



WA24 Stephens Hot Flash Lab foundation with remaining materials



WA24 Stephens Office -breakroom



WA24 Stephens Powerhouse



WA24 Stephens Powerhouse Construction



WA24 Stephens Powerhouse Facade



WA24 Stephens Powerhouse Monitor



WA24 Stephens Powerhouse South side



WA24 Stephens Powerhouse Window



WA24 Stephens Powerhouse Pocket Doors



WA24 Stephens Relationship of Powerhouse to Office



WA24 Stephens Scale Building beside Office



WA24 Stephens Scape



WA24 Stephens Scape II



WA24 Stephens Scape of two buildings



WA25



WA25a



WA26



WA27



WA28 Bridge 268



WA28 Bridge underside



WA29



WA3



WA30



WA31



WA31 Chicken house



WA31 lot



WA31 outbuilding



WA32 McClellan recycled materials addition to new storage



WA32 McClellan closeup boiler room foundation pier



WA32 McClellan closeup of tippie foundation pier



WA32 McClellan eastern window showing segmental arches and concrete...



WA32 McClellan easternmost row of tippie piers showing powerhouse- ...



WA32 McClellan gob pile



WA32 McClellan interior of powerhouse -- washhouse west wall



WA32 McClellan Interior of powerhouse-- washroom



WA32 McClellan Looking north at Mineshaft



WA32 McClellan looking north at four rows of piers where tippie onc...



WA32 McClellan looking northeast at powerhouse -- washhouse from to...



WA32 McClellan looking south along trace of mine car track



WA32 McClellan Looking south at Mineshaft



WA32 McClellan Looking south at Mineshaft with new storage building...



WA32 McClellan looking south at tipple piers, powerhouse- washhouse...



WA32 McClellan looking west at tipple foundation piers



WA32 McClellan looking west at tipple piers below slurry pond over ...



WA32 McClellan looking west through window opening of powerhouse --...



WA32 McClellan materials



WA32 McClellan Non-Cont. new storage building



WA32 McClellan northern entry to powerhouse - washhouse



WA32 McClellan piers for hoists near mineshaft



WA32 McClellan powerhouse -- washroom interior looking at eastern w...



WA32 McClellan powerhouse -- washroom new roof



WA32 McClellan powerhouse- washroom exterior view of west side



WA32 McClellan Recycled materials used on eastern side of new stora...



Wa32 McClellan researcher's feet mark two foundation remnants for h...



WA32 McClellan salvaged conveyor belt inside storage building



WA32 McClellan showing eastern addition to new storage building -- ...



WA32 McClellan showing raised RR bed on left and lower mine car tra...



WA32 McClellan showing row of foundation piers of former boilerroom



WA32 McClellan unidentified foundation



WA4



WA4 2ndbarn



WA4 barn



WA5



WA5 Concrete post and lawn



WA5 lot



WA5 pumphouse



WA5 Tile Outbuilding



WA6



WA7



WA8



WA9

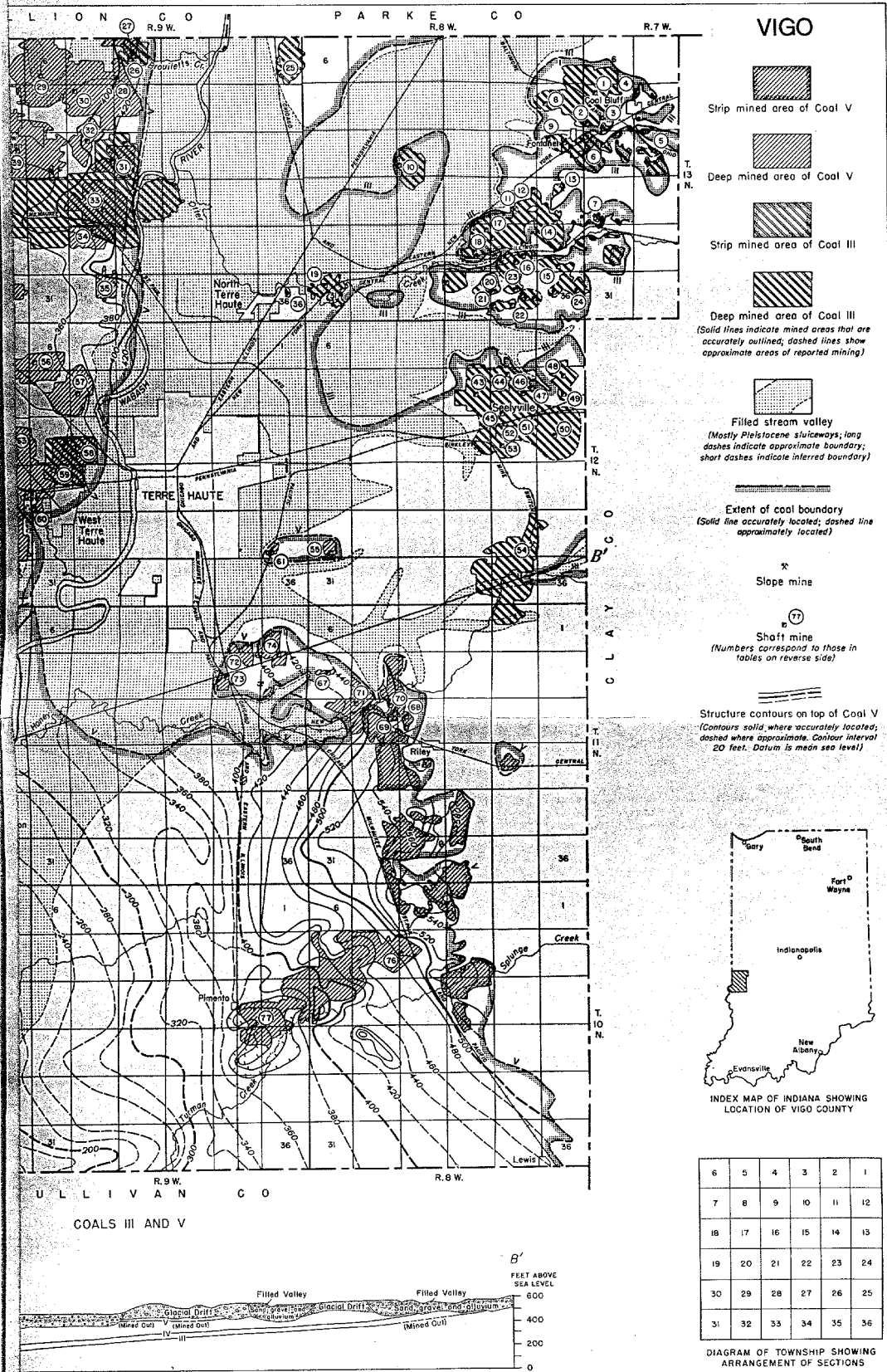
2. Maps

R 8 W



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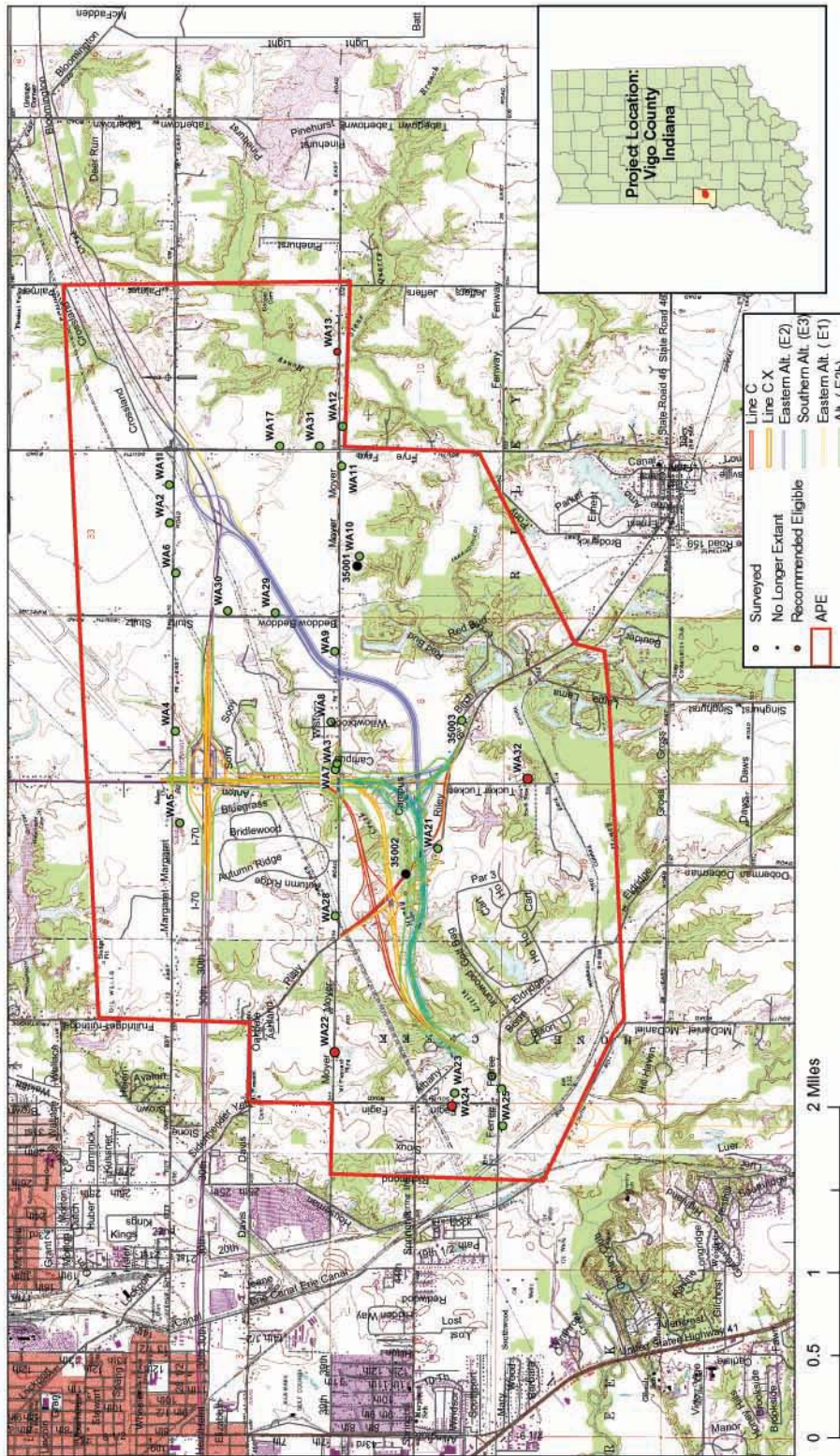
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April 1952

SR 641 Terre Haute Bypass Des. No. 9738400, 0200304, 0200305 and 0200306



July 17, 2008

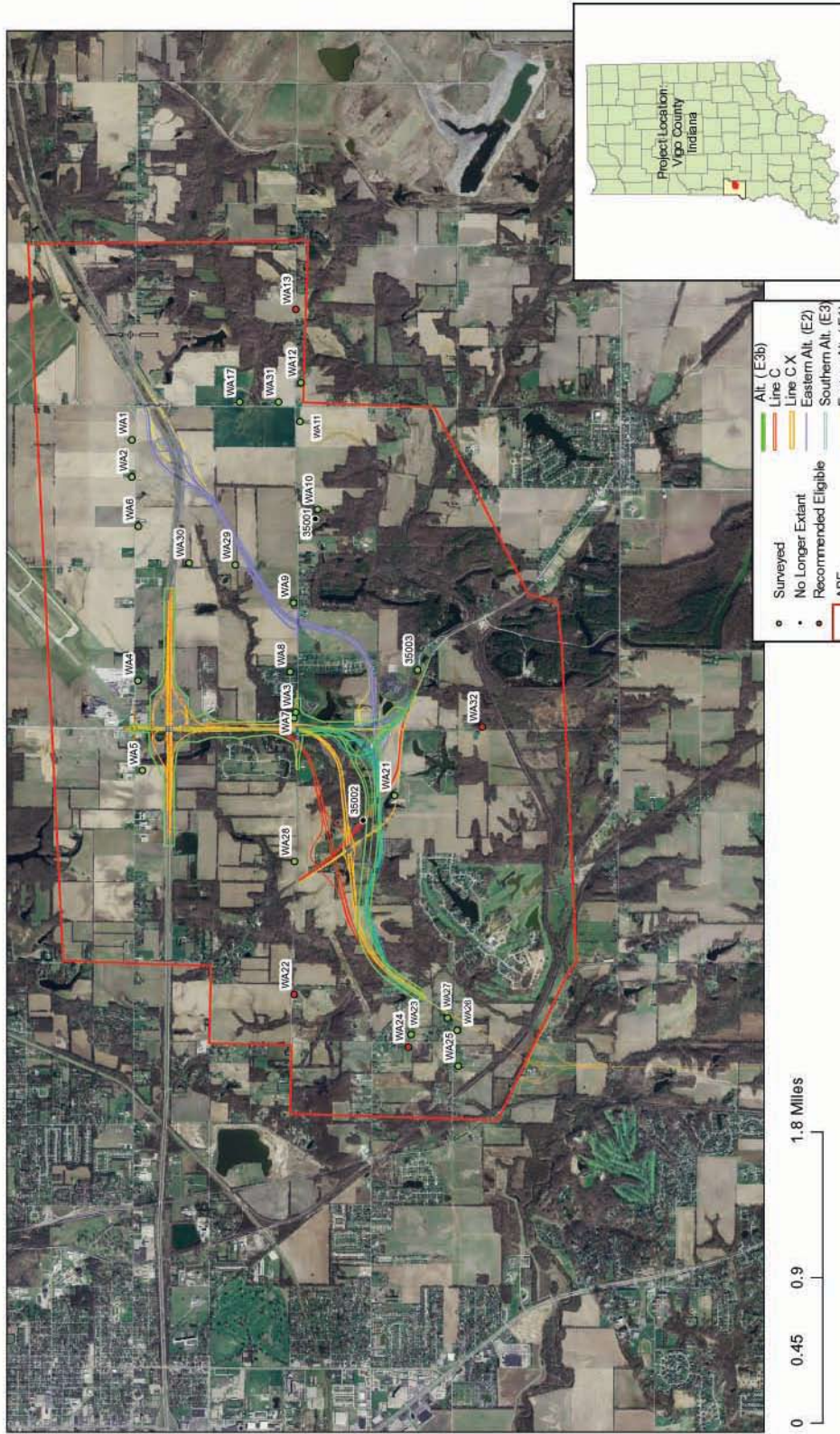
Portion of the USGS 7.5 series Indiana topographic quadrangle showing the location of the project area



Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets are not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.



July 17, 2008



Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets are not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.

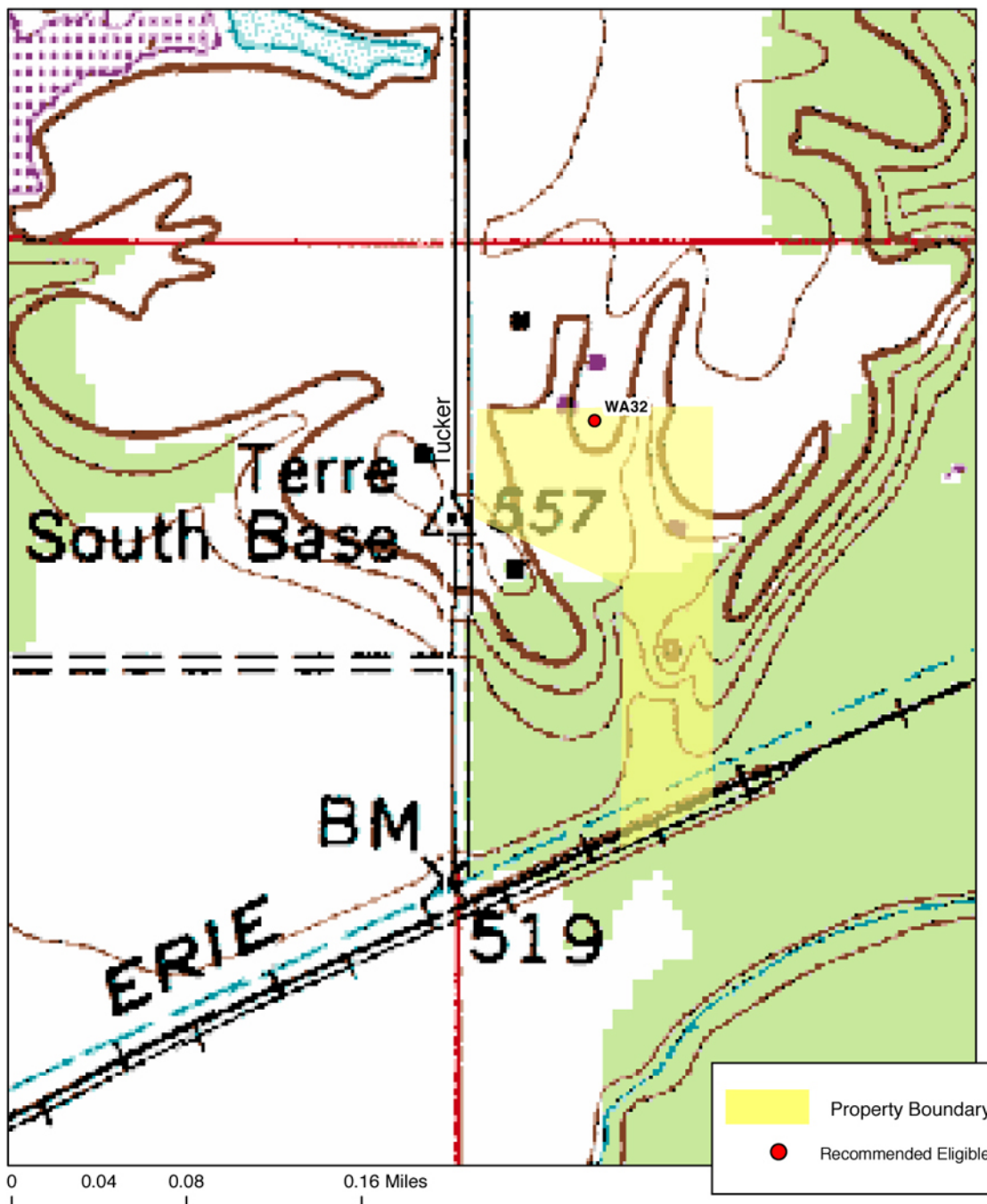
April 28, 2008



SR 641 Terre Haute Bypass
McClellan Coal Mine Property Boundary
167-579-WA32

USGS 7.5 Minute Series (1:24,000)

June 19, 2008

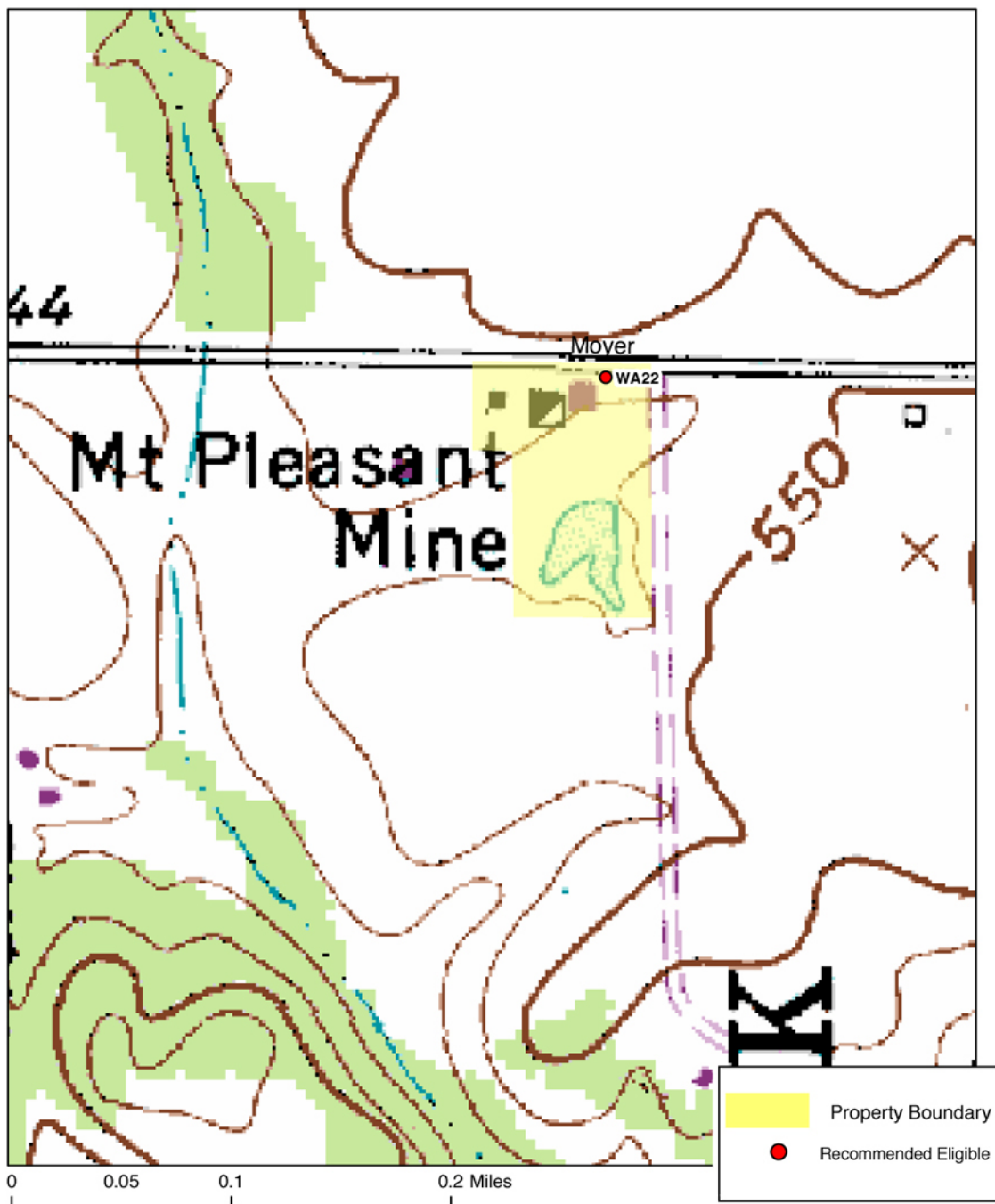


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SR 641 Terre Haute Bypass
Mt. Pleasant Mine Property Boundary
167-579-WA22

USGS 7.5 Minute Series (1:24,000)

June 19, 2008

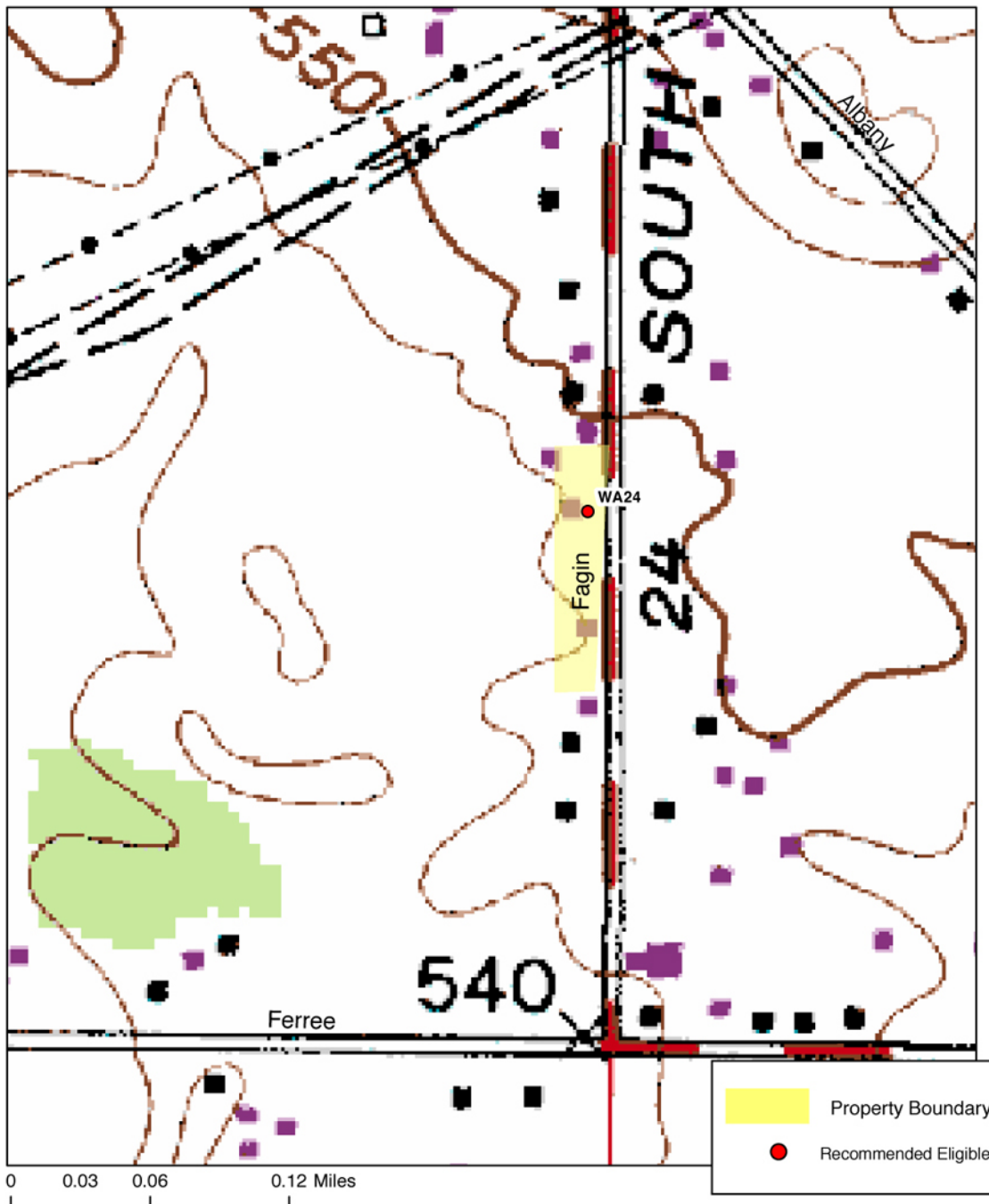


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SR 641 Terre Haute Bypass
Stephens Hot Flash Mine Property Boundary
167-579-WA24

USGS 7.5 Minute Series (1:24,000)

June 19, 2008













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3. Properties Table




Table of Surveyed Properties Not Described in Body of Report

Project: State Road 641 Bypass

Photos	County/ Township	Number	Rating	Property Name	Address	Date	Style	Integrity Issues/Notes
	Vigo/ Riley	167-579-35001	C	Heston Fagg House	39th Drive	c 1900	Carpenter-Builder	No Longer Extant
	Vigo/ Riley	167-579-35002	N	Willis Concrete Bridge	Riley Road	1921	Twentieth Century Functional	No Longer Extant
	Vigo/ Riley	167-579-WA 1	N/A	House	7650 Margaret Road	c. 1943	Ranch	One story house with ashlar foundation and walls. Original porch and windows. Site includes c. 1943 barn with concrete blocks and aluminum walls. Common type.
	Vigo/ Riley	167-579-WA 2	N/A	House	7420 Margaret Road	c. 1940	Bungalow	One story house with some original two-over-two windows. Combination of Vinyl and aluminum siding. Site includes Transverse-frame barn with "1943" painted on gable and a utility building. Unremarkable.
	Vigo/ Riley	167-579-WA 3	N/A	House	5650 Moyer Road	c. 1900	Vernacular	One-and-one-half story, square plan house. Poured concrete foundation. Walls have shiplap siding on first story, with aluminum siding on the gable. All new windows and new chimney.

	Vigo/ Riley	167-579-WA 4	N/A	House	5995 Margaret Road	c. 1910	Gable End	One-and-one-half story house with rusticated block foundation and aluminum siding. New Colonial Revival style porch, new chimney and new windows. Site includes two Transverse barns with hay hoods, a silo, a garage and a tile milk house.
	Vigo/ Riley	167-579-WA 6	N/A	House	7047 Margaret Road	c. 1915	Gable Front	One-story bungalow house with rusticated block foundation. Enclosed porch and new one-over-one windows. Addition on the east elevation. Site includes an English barn, and modern outbuildings.
	Vigo/ Riley	167-579-WA 7	N/A	House	5740 Moyer Road	c. 1910	California Bungalow	One story Bungalow with a smooth concrete foundation. Clapboard siding and new one over one windows. Knee braces at the cornice. Site includes garage.
	Vigo/ Riley	167-579-WA 8	N/A	House	5976 Moyer Road	c. 1940	Gable End	One story, rectangular plan house. Concrete foundation, and aluminum siding. Original porch. Aluminum one-over-one windows with louvered awnings. Original three-light door.
	Vigo/ Riley	167-579-WA 9	N/A	House	6020 Moyer Road	c. 1910	Gable Front	One-story vernacular house with rusticated concrete foundation. Aluminum siding and new one-over-one windows. Site includes privy.
	Vigo/ Riley	167-579-WA 10	N/A	House	6271 Moyer Road	c. 1915	Vernacular	Farmstead with two English Barns. House is one-and-one-half stories with concrete masonry siding. Original four-over-one windows, new chimney.
	Vigo/ Riley	167-579-WA 11	N/A	House	7851 Moyer Road	c. 1900	Cross Gable	One-and-one-half story, cross gable house with an enclosed porch. Concrete block foundation and aluminum siding. All new windows. Addition on the southern elevation. Site includes modern garage.

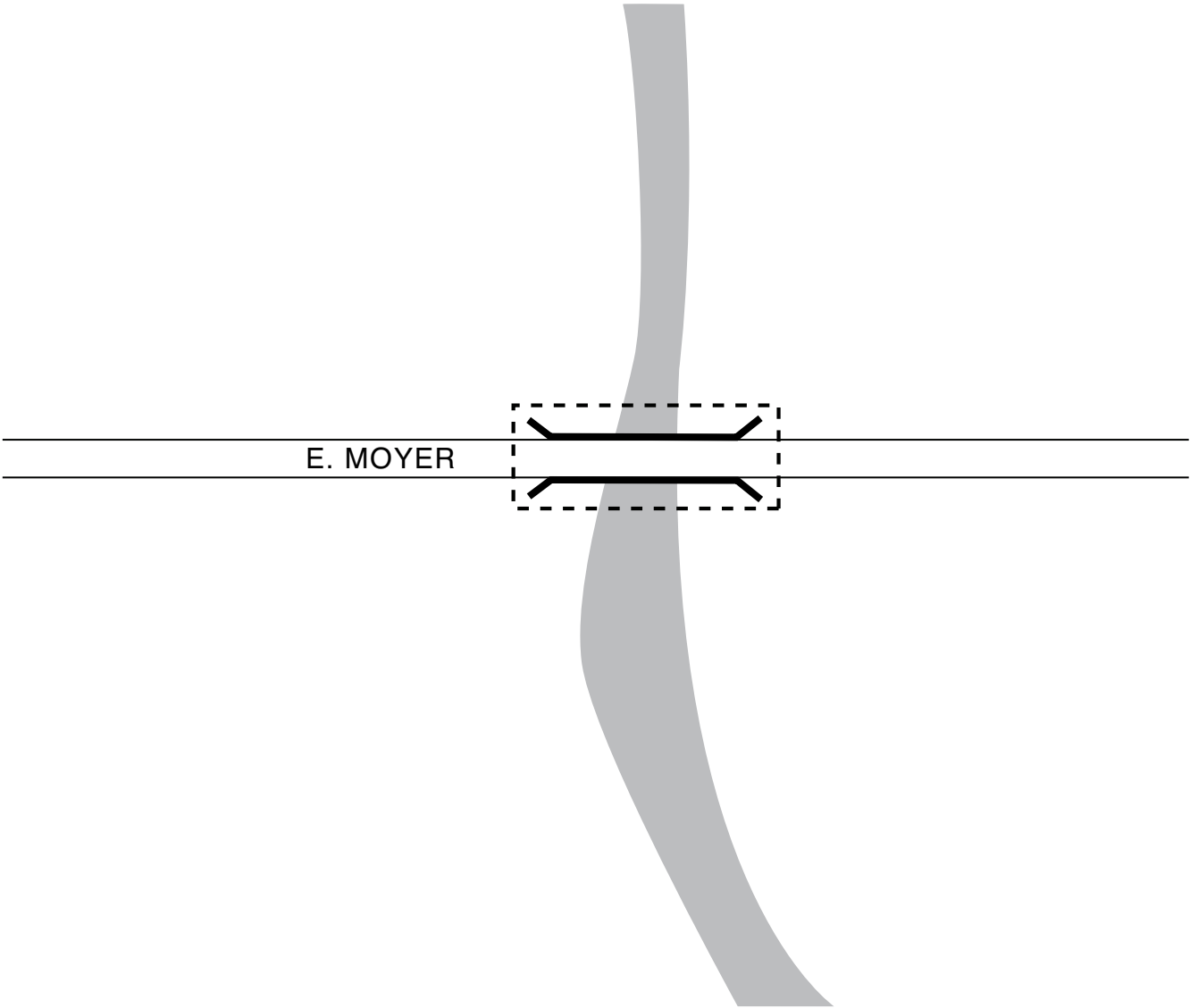
	Vigo/ Riley	167-579-WA 12	N/A	House	8151 Moyer Road	c. 1900	Cross Gable	One-story, cross gable house. Concrete block foundation, and aluminum siding. Craftsman porch and four-over-one original windows. Site includes an English barn.
	Vigo/ Riley	167-579-WA 21	N/A	House	4945 Riley Road	c. 1910	Pyramid Cottage	One and a half story cottage, with rusticated block foundation. Aluminum siding, shingle roof, with new porch on front facade. Two-over-two windows.
	Vigo/ Honey Creek	167-579-WA 23	N/A	House	4752 Fagin Road	c. 1920	Bungalow	Rusticated block foundation, and vinyl siding. Original porch but all new windows. Unremarkable style.
	Vigo/ Honey Creek	167-579-WA 25	N/A	House	3083 Ferres Road	c. 1920	Bungalow	One-story house with brick foundation and walls. Enclosed porch, and all new windows. Site includes a barn.
	Vigo/ Honey Creek	167-579-WA 26	N/A	House	3189 Ferres Road	c. 1880	Indecipherable	One-story house with brick foundation and walls. All new windows and numerous additions.
	Vigo/ Honey Creek	167-579-WA 27	N/A	House	3400 Ferres Road	c. 1940	Pyramid Cottage	Ashlar foundation and walls. Original twelve-light windows. Good integrity but unremarkable.
	Vigo/ Riley	167-579-WA 28	N/A	Bridge	Moyer Road over ditch	c. 1925	Encased Steel beam (I-Beam)	Concrete bridge with four recessed panels on each rail. There has been severe loss to the panels on the North side. Unremarkable Common type.

	Vigo/ Riley	167-579-WA 29	N/A	House	3598 Beddow Road	c. 1910	Bungalow	One-and-one-half story, cross gable (formerly a bungalow). Rusticated block foundation and vinyl siding. All new windows and new chimney. Garage also on site.
	Vigo/ Riley	167-579-WA 30	N/A	House	3098 South Beddow	c. 1920	Pyramid Cottage	One-story cottage with rusticated block foundation. Aluminum siding, and shingle roof. Original one-over-one windows. Site includes small barn, and three outbuildings.
	Vigo/ Riley	167-579-WA 31	N/A	House	3730 Frye Road	c. 1900	Vernacular	Farmstead includes Transverse Barn, privy, chicken house, utility shed, and garage. House has cement asbestos siding, with an enclosed porch. Windows are all new one over one.

5. Site Maps

VIGO COUNTY BRIDGE NO. 95

(167-579-WA13)



KEY: All elements within dashed lines are contributing.

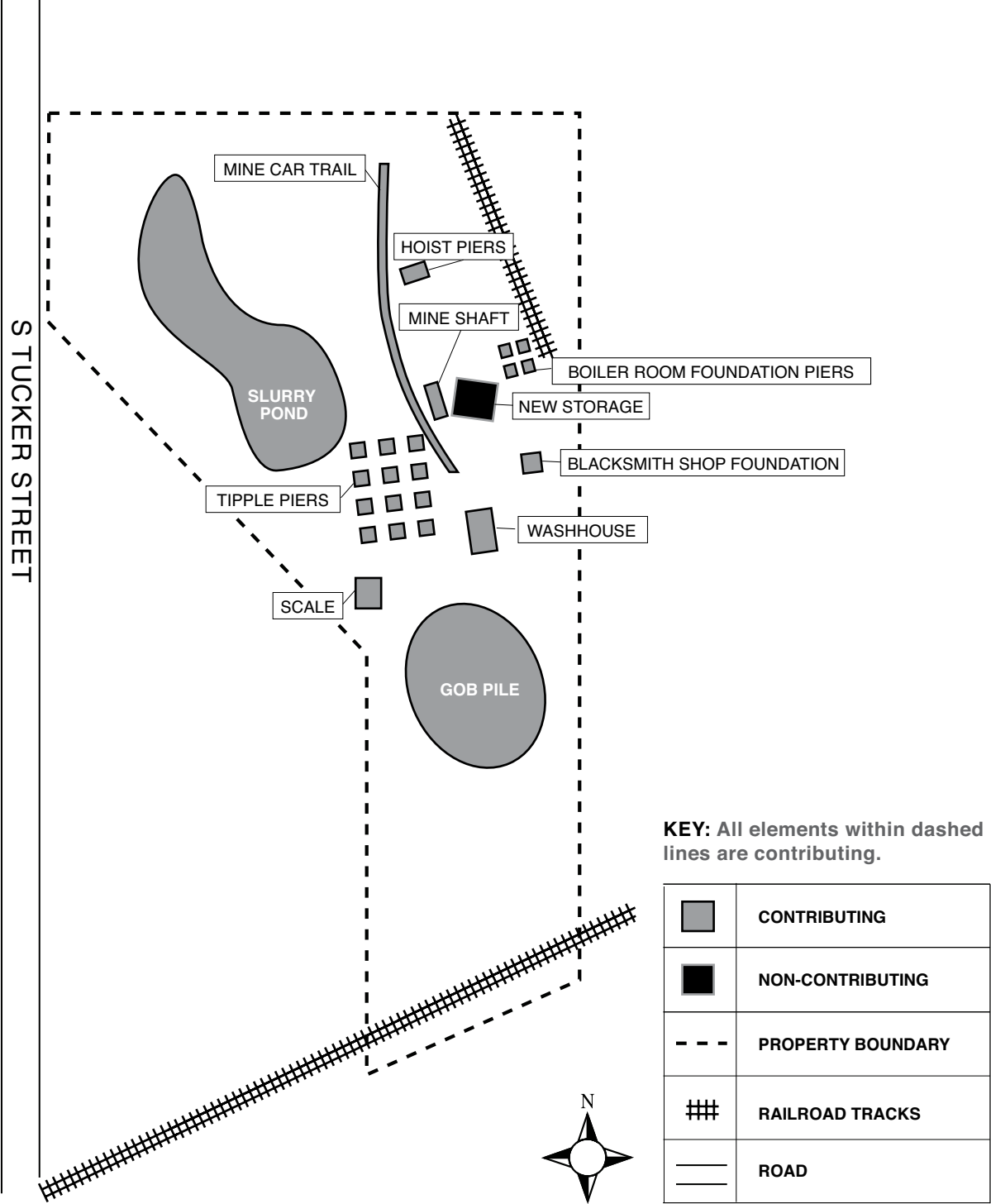
	BRIDGE
	BOUNDARY
	HONEY CREEK
	ROAD



*Traced from 2007 aerial.

McCLELLAN COAL MINE

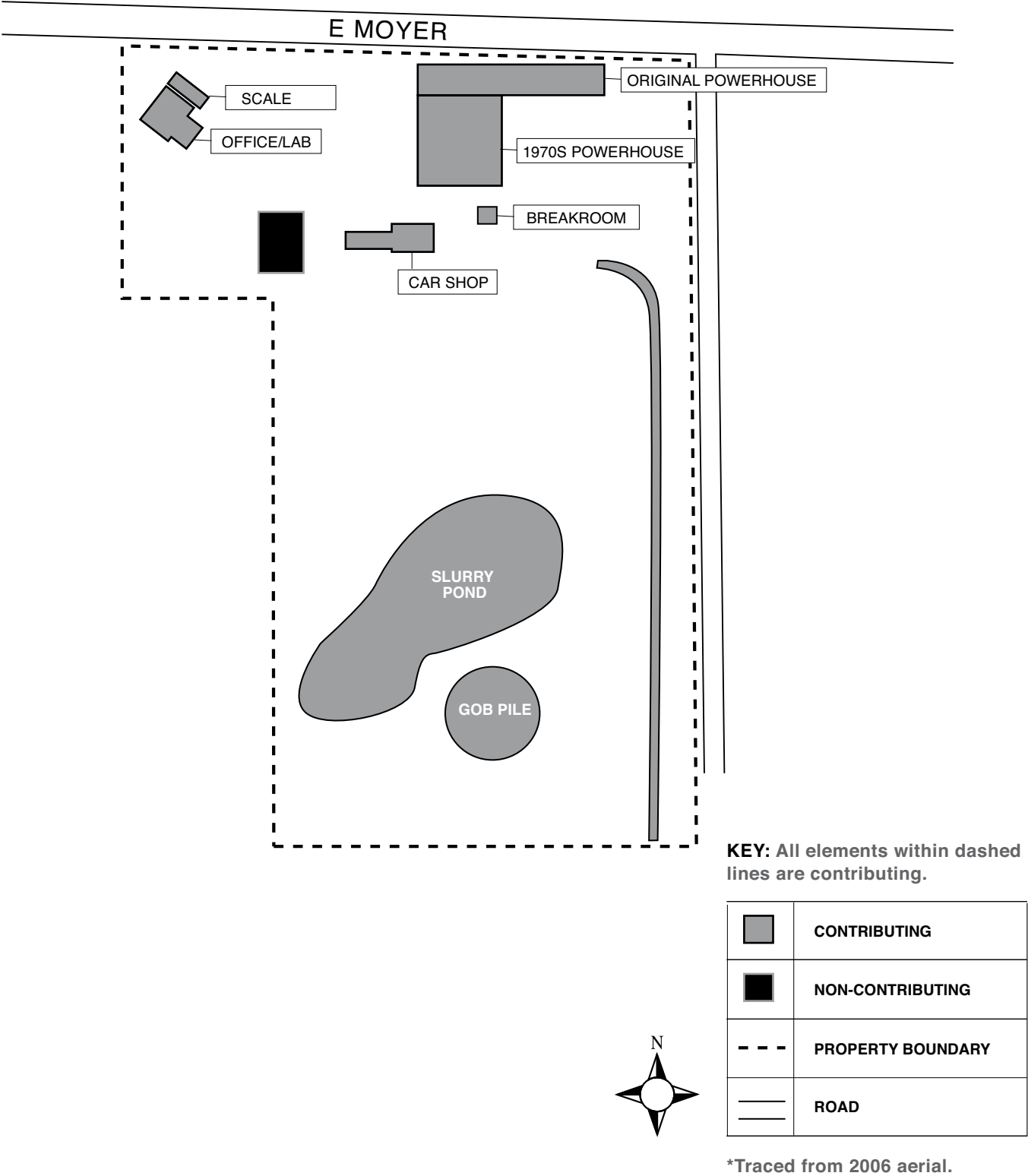
(167-579-WA32)



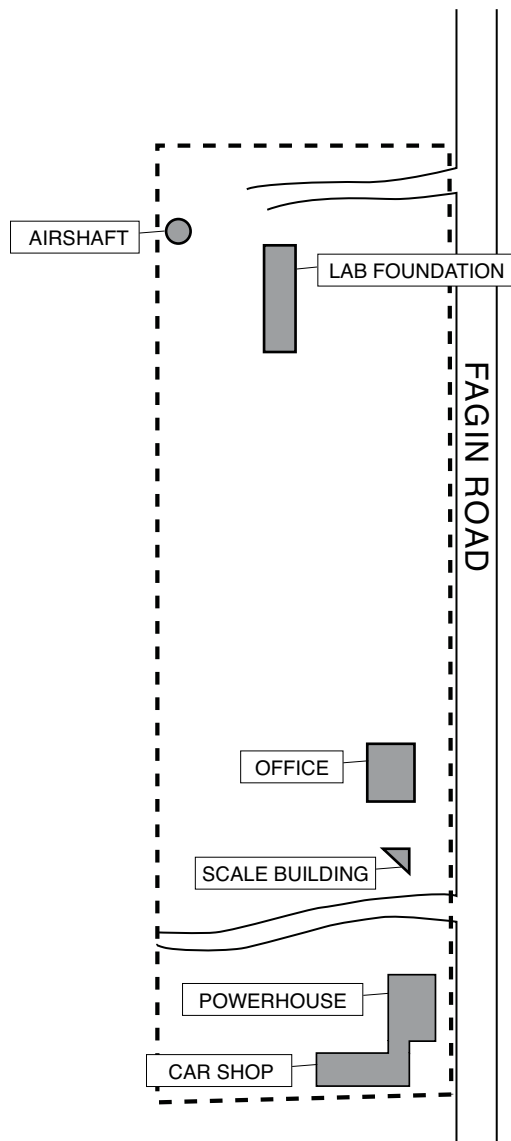
*Traced from 2006 aerial & site visit handdrawn map. Not to scale.

MT. PLEASANT MINE




(167-579-WA22)



STEPHENS HOT FLASH COAL MINE (167-579-WA24)



KEY: All elements within dashed lines are contributing.

	CONTRIBUTING
	PROPERTY BOUNDARY
	ROAD



*Traced from 2006 aerial.